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MR. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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country. Though this section is not now in a state of prosperity, still the products of its soil, both agricultural and mineral, are such as to yield a full measure of profits to the roads now in operation, and are capable of five hundred fold increase if operated with the vitality and unity which consolidation would produce. In the sub mountain region of Virginia, from Alexandria to Bristol, small grains, fruits and stock can be raised cheaper than in the West, and placed in the market daily, fresh and at small cost, and too early for competition with those of later maturity from the colder climates. The valley, with its rich products of the dairy, its grains and its minerals, is delivered at Charlottesville by the Virginia Central, and at Lynchburg by the canal, upon which, from Lexington to Richmond, the water power equals that of all New England. Throughout this whole region, stretching to the top of and down the southern slopes of the Blue Ridge, the highest priced and most saleable brands of tobacco, as well as the most nutritious grapes and never failing crops of fruit, are produced. From Bristol to Cleveland it is difficult to decide whether the country is richer in the products of the mine or agriculture, wheat, corn, tobacco, grapes and fruits rejoicing the eye and filling the storehouses of the active farmer; coal, iron, copper, marble, plaster of Paris, rewarding the labors of the miner. From Cleveland to Selma coal of a better quality than the Cumberland Maryland, Iron Ore superior to that of Lake Superior or Missouri, with an abundance of limestone, copper, plumbago, and a more varied assortment of minerals, are produced, than can be found upon any other portion of this continent, in the square formed by the Alabama, Chattahoochee, Tennessee and Tombigbee Rivers. And from Selma to Vicksburg the very heart of the cotton region is penetrated. Through this whole route food can be cheaply produced, and the negro, for all purposes requiring unskilled labor, working either under the eye of the overseer, or on tasks, as in building and repairing railroads, working iron and coal, is fully equal to any other, and can be procured at one-third the rates of the white laborer. At Cleveland connection is made with all the Southern, Western and

Northern roads, and also with Memphis and Charleston. At Meridian, Miss., with the Mobile and Ohio, at Jackson with the New Orleans and Jackson, and at the Mississippi River will be the great crossing for the Southern Pacific.

Railroads in Maryland.

Track-laying will soon commence on that portion of the Philadelphia and Baltimore Central Railroad, between Rising Sun and Rowlandsburg, in Cecil county, on which the grading has been finished the past winter. It is expected to be completed and in running order as far as the Susquehanna river in June, where, by means of the Columbia and Port Deposit Railroad, now under contract from Port Deposit to Octoraro, a connection will be formed with the Port Deposit Branch of the Philadelphia, Wilmington and Baltimore Railroad. A large force is now employed in grading this road, the object being to push the work forward as fast as possible in order to meet the Central Railroad at the mouth of the Octoraro early in the season. The Chester Creek Railroad, which is to connect the eastern terminus of the Philadelphia and Baltimore Central with the Philadelphia, Wilmington and Baltimore Railroad, at Chester, will also be completed during the present season.

Quincy Mining Co.

The directors of the Quincy Mining Company submit the following report of the business of the mine for the past year, and statement of its present financial condition:

The total shipment of the season was 2,358,639 pounds of mineral, which have been smelted at Detroit, and yielded 81.46 per cent., or 1,921,620 lbs. of ingot copper.

The product of the mine for the year, as prepared for shipment, was 2,248,279 lbs., or 1,124 tons of mineral, of the following description, namely: Stamp copper, 2,068,885 lbs., maa, 165,-209 lbs., tribute, 14,185 lbs., for which, estimating only the product of December, left over at the mine, has been realized the gross sum of \$437,-482 75.

The expenses of the year are as follows: Running expenses at mine, \$306,556 62; other expenses as per Treasurer's balance sheet, \$57,015 40; total cost, \$363,572 02, which, deducted from the gross earnings, \$437,482 75, leaves as profits, \$73,910 78. Of these profits there has been expended for a new hoisting engine, and

other permanent improvements, \$11,045 39; giving as net result of year's business, \$62,865 34.

From these net earnings a dividend of \$3 per share, or \$60,000, has been declared and paid.

The statement of assets and liabilities in our last report showed a balance of assets on hand, as of date, January 1, 1867, of \$200,544 67; net earnings of 1867, \$62,865 34; total, \$263,410 01; deduct for over estimate of copper on hand, Jan. 1, 1867, \$21,068 64; making as balance of assets on Jan. 1, 1868, \$242,343 37.

There is also, in addition, "the special reserve fund of \$50,000, set apart, as heretofore reported, for the endowment of an insurance and repairs account, and fully secured by mining supplies, materials, &c., worth to the company at least twice that amount."

After the payment of the dividend, there remains a sufficient amount of money accruing, to meet all outstanding liabilities, and the cost of working the mine during the winter months at the present rate of expenditure; so that it is probable the Treasury is in position to pay all demands upon it, without requiring any advance on copper, until the accumulated product can be brought to market on the opening of navigation; thus enabling the company to carry on its operations in the most economical manner, and at the least possible cost.

The total cost of production, conversion and sale is 20 cents per lb. Average of sales of product of 1867, 24 cents per lb.

Cleveland and Pittsburg Railroad.

The earnings of this road for the years ending November 30, 1866 and 1867, were as follows:

	1866.	1867.
From passengers....	\$788,222 77	\$640,793 63
" freight	1,498,631 56	1,430,532 43
" miscellaneous..	64,851 50	68,824 54
	<hr/>	<hr/>
	\$2,851,905 88	\$2,140,150 60

Expenses, viz :

Motive power and cars.....	\$627,880 03	\$581,698 74
Maintenance of way &		
structures	494,567 48	428,367 66
Transportation exp's..	369,874 29	307,189 36
General expenses....	204,857 67	171,552 07
	<hr/>	<hr/>
	\$1,697,179 47	\$1,488,807 88
Earnings less expenses.....	\$654,726 36	\$651,342 77
Add receipts from P.,		
Ft. W. & C. R. W....	256,065 73	158,171 08
	<hr/>	<hr/>
Net earnings.....	\$910,792 09	\$809,513 85
From which there has been paid—		
Mortgage interest, etc...\$288,129 99		
Lease of P., Ft. W. & C.		
Railway track.....	85,000 00	
	<hr/>	<hr/>
Leaving as balance of the year's business	\$461,383 86	

From this amount there has been paid the dividend of September 16, 1867, \$284,838 15, and the remainder has been expended in real estate, and new structures and improvements. The Report says:

In view of the falling off in rates, and the general depression of business, we think the comparison with the business of the previous year, satisfactory. It clearly demonstrates that the Cleveland and Pittsburg Railroad has resources which naturally belong to it, sufficient for the interest on its debt, and a fair remuneration to its stockholders.

The iron ore traffic which has been spoken of in previous reports, has largely increased. The amount of ore now on the company's docks, is sufficient to furnish freightage to Pittsburg until the opening of navigation. The coal traffic continues to be of great importance, showing a steady increase. The transportation of lumber, from Michigan and Canada, is increasing rapidly. The

business of the towns on the line of the road, steadily growing in importance, constitutes an ever enlarging source of income.

The amount charged the Pittsburg, Fort Wayne and Chicago Railway, is stated upon the basis of division of earnings which has been acted on in previous years; it may be revised. The contract between the two companies was modified in Feb., 1866, so that the future ratio of division may depend on the actual earnings of the two previous years. Thus far, the working of the contract has proved beneficial to both companies.

It was stated in the last Annual Report, that the vastly increased business of the company had rendered necessary considerable outlays, and the above shows that this necessity still continues. The final payment of the land purchased by the company, on the west side of the Cuyahoga river, has been made. Two slips are being constructed, with ample docks, so that vessels can load and unload with ease and dispatch. The length of dock already constructed, is 2,000 feet, and 2,000 feet more, it is anticipated, will be ready for use by the opening of navigation. The coal and ore traffic of the coming season, could not be done without these facilities. It is evident that a much larger extent of dock room will be required, and that more slips must be built, until the whole of the land of the company on the west side of the river is utilized. The company will then have a property, ample for its business beyond all possible contingencies.

A Bridge for the passage of railroad trains has been constructed across the Cuyahoga river, for the joint use of the Cleveland and Pittsburg, Cleveland and Erie, and Cleveland and Toledo Railroad Companies, and such other railroad companies as they may contract with for the purpose, which gives direct and commodious access to the west side of the river, for all the trains of the company. The bridge having been fully tested, gives entire satisfaction, and is now being used daily by this company, for the transportation of iron ore.

The road bed, rails, and rolling stock of the company are all in good condition—it is believed they were never better—insuring dispatch and safety in the passage of trains.

In addition to the expenditure which must be continued during the coming year, in the construction of docks, on the west side of the river, at Cleveland, it is of the first importance that the Machine Shops at Wellsville be completed, on the enlarged plan which was originally contemplated, as well as to make a comparatively small addition to the motive power, and freight car equipment.

It has been deemed best by the directors in view of the early maturity of the mortgage bonds of the company, to issue new bonds, secured by a new mortgage on all the property of the company, for the purpose of retiring the present mortgages. The second mortgage bonds, amounting to \$1,180,000, fall due in about five years, and the third mortgage bonds, amounting to \$1,608,000, fall due in about seven years. The new mortgage bonds, bearing seven per cent. interest, payable semi-annually, will mature in the year 1900. It is believed that the holders of the old bonds of the company will willingly exchange them for the new bonds, covering as they do, all the newly acquired property of the company, and having a long time to run before maturity, with the well established business of the company to secure the payment of interest, and a sinking fund provided for the liquidation of the principal.

It also seemed proper to the directors to provide for the payment of a portion, at least, of those improvements which are adding permanent value to the company's property, out of a permanent fund, that the working expenses may not be burdened with this class of expenditures. The new mortgage has therefore been made for \$5,000,000, to cover not only the old mortgage bonds, but to furnish the means of completing these permanent improvements.

A detailed statement of the financial operations of the year just closed, in the form of an account current, is presented, as follows:

RECEIPTS FROM ALL SOURCES.

Assets to close account for 1866 as per last annual report.....	\$499,366 75
Capital stock, and scrip issued.....	20,363 75
Bills payable, balance unpaid on notes issued.....	34,853 97
Mortgage bonds of 1900, bonds negotiated.....	122,681 25
Gross earnings, as above.....	2,140,150 60
Surplus earnings, charged P., Ft. W. & C. R. W.....	158,171 08
Received from miscellane's sources.	2,200 00
Due on bills and pay-rolls audited, and warrants outstanding, on Nov. account	235,900 12
	<hr/>
	\$3,213,687 52

DISBURSEMENTS ON ALL ACCOUNTS.

Operating expenses, as above	\$1,488,807 83
Interest, dividends, &c.:	
Mortgage interest	\$261,247 50
Dividend bond interest.	1,662 50
Interest on notes & acc'ts	219 99
P., Ft. W. & Ch. R. W.	
lease of track.....	85,000 00
Dividend of Sept. 16th.	270,596 25
Government tax on same	14,241 90
	<hr/>
	632,968 14

Indebtedness cancelled:	
Stock scrip retired.....	\$225 57
Dividend bonds and scrip retired.....	18,314 75
4th mortgage scrip retired.....	1,057 25
Bills payable retired...	9,085 84
3d mortgage bonds converted into capital st'k	20,000 00
Bills and pay rolls unpaid, Dec. 1, 1866....	154,996 52
Dividends, previous to Oct., 1863	808 00
	<hr/>
	198,987 93

Construction and equipment:	
Right of way.....	24 00
Machinery and personal property	2,011 07
Two gondola cars purchased	1,000 00
	<hr/>
	3,035 07

Real estate:	
Island property, Cleveland	43,032 85
Bellair station grounds.	7,100 00
Penn street property, Pittsburgh.	5,500 00
Gravel Bank, La Grange	700 00
	<hr/>
	56,332 85

New structures and improvements:	
Union depot, Cleveland.	\$8,573 91
Island improvements...	298,505 75
Splices and bolts.....	10,133 39
New station building, Bellair	8,115 00
Sewer at machine shop, &c.	3,168 94
	<hr/>
	323,496 99

Profit and loss:	
Discount on notes and worthless accounts.....	9,237 64
Assets to close:	
In hands of treasurer..	\$103,382 46
Lawrence R.R. & Transp. Co. stock	10,000 00
Bills receivable	11,057 79
Materials at shops.....	147,742 45
Net balance personal accounts.....	228,908 37
	<hr/>
	500,821 07
	<hr/>
	\$3,213,687 52

Upon the gross earnings, the total expenses are 69½ per cent., of which the operating expenses are 61½ per cent., and showing, compared with

the previous year, a decrease in expenses of $2\frac{1}{2}$ per cent.

During the year 1,971 tons of re-rolled rail, and 70,782 cross-ties have been laid in the main track, side tracks have been extended, and new sidings constructed, to an extent of 13,403 feet.

The equipment of the road November 30, 1867, consisted of 63 locomotives, 32 first-class and 5 second class passenger cars, 18 baggage, 9 express, and 1,274 freight, etc., cars.

Miles run by passenger trains, 380,749; by freight trains, 595,196; by other trains, 452,670; by mixed trains on Tuscarawas branch, 23,063—total, 1,451,678, an increase over the previous year of 10,997.

The number of tons of coal transported in 1866 was 200,155; in 1867, 243,588—an increase of 43,433. The tonnage of ore in 1866 was 89,898; in 1867, 82,155—a decrease of 7,738.

The number of tons of useful load hauled one mile in 1867 was 69,978,055—an increase over the previous year of 1,059,951. The number of cars hauled one mile in 1867 was 11,746,751—an increase of 17,207.

The number of local passengers carried was 516,064; foreign do., 77,939—total, 594,008. Total mileage of passengers, 19,285,562.

The present financial condition is represented in the following

BALANCE SHEET.

Construction	\$9,339,526 64
Machinery and tools	70,115 44
Personal property	34,823 35
Telegraph line	16,913 72
 Total construction and equipment	\$9,460,879 15
 Assets :	
In hands of Treasurer	\$103,382 46
Lawrence R.R. & Transp.	
Co. stock	10,000 00
Bills receivable	11,057 79
Materials at shops	147,472 45
Net balance personal ac- counts	228,908 37
 Total assets	500,821 07
 \$9,961,700 22	
Capital stock	\$5,411,925 00
Scrip issues	12,166 40
 Total capital	\$5,424,091 40
2d mortgage bonds	\$1,130,000 00
3d mortgage bonds	1,603,000 00
4th mortgage bonds	1,096,000 00
Scrip issues	10,488 79
 Mortgage bonds of 1900	1,106,488 79
Bills payable	185,000 00
Due on bills and pay rolls, audited for account November	39,968 62
Net earnings	235,900 12
 \$9,961,700 22	

President & Gen'l Sup't.—J. N. McCULLOUGH.

Directors.—J. N. McCullough, A. Stone, Jr., S. Witt, J. H. Wade, T. P. Handy, J. H. Bunker, Jno. Steward, H. C. Stimson, Thos. Slocomb, J. H. Devereux, B. F. Jones, J. W. Chalfant.

Vice President and Sup't.—J. H. DEVEREUX.

Auditor.—R. F. SMITH.

Secretary & Treasurer.—G. A. INGERSOLL.

 The towns of Solon and Anson, Me., have voted to subscribe to the Somerset Railroad from Waterville to Solon—the former for \$60,000 and the latter for \$100,000.

Chicago, Burlington and Quincy Railroad.

The main line of the Chicago, Burlington and Quincy Railroad, as is well known, extends from Chicago to Quincy, with a cross feeder running from Peoria on the Illinois river, to Burlington on the Mississippi, the crossing of the two lines being at Galesburg, 53 miles west of this city. There is also a road owned and operated by the same corporation, running from Yates City on the Peoria branch (30 miles west of here) down through Fulton county, to Lewiston, a distance of 30 miles from Yates City. The distance from Galesburg to Chicago is 165 miles. It will be seen, therefore, that in going from Peoria to Chicago by the Chicago, Burlington and Quincy, we have to travel a distance of two hundred and eighteen miles, which frightens everybody from taking that route, even if they had the courage to face the other vexations of changing cars and laying over at Galesburg. Owing to the fact that the road has no direct route from here to Chicago under its own control, has necessarily been compelled to discriminate against Peoria in the arrangement of all freight tariffs, and there has consequently grown up a bitter feeling here and at other points against the whole corporation.

We are happy to state that the proposed extension of this road is certain to be realized in the near future, and that on its completion, there will be an entire revulsion of the present universal popular sentiment, which, cropping out in the verdict of juries on the one side, and hostile freight tariff on the other, has been a subject of great annoyance and damage to all concerned. The proposed extension will cross the river here and run through Metamora, the county seat of Woodford county, and thence *via* Wenona to Ottawa, and from Ottawa up the Fox River Valley to Aurora, and thence over the main line to Chicago. By reference to a sectional map of the State it will be seen that this road forms nearly an air line from here to Aurora. Going up the valley of the Ten Mile to get out of the Illinois river bottom, carries the road a little east to Metamora out of the direct line, but otherwise it is as straight as the crow flies.

The distances on the new route are as follows:

	Miles.
Peoria to Wenona	40
Wenona to Ottawa	30
Ottawa to Aurora	40
Aurora to Chicago	40

Making a total of 150 miles, and forming a shorter route by ten or fifteen miles than we now have to Chicago, and at the same time presenting the agreeable concomitant, "no change of cars."

That portion of the road between Ottawa and Wenona is already completed and operated a distance of seventeen miles. It is used to haul coal from the mines on the Vermillion to Wenona on the Illinois Central Road. Some grading has also been done between the Vermillion and Ottawa—the parties owning it desiring to reach the latter place with their coal also.

The Fox River Valley Railroad, of which Washington Bushnell (late State Senator) is President, has been organized for some time, the city of Ottawa having subscribed \$150,000 to its capital stock. Other localities on the Fox river have also subscribed considerable amounts to the road.

The Wenona and Ottawa Road, and also the Fox River Valley both stand ready to turn over their charters to the Chicago, Burlington and Quincy on condition that the latter agree to a perpetual right (fair to all parties) that will enable the Wenona and Ottawa folks to reach the Northern part of the State with their coal *via* Aurora, and the road leading North from there through Geneva and Elgin. It is proper to state that a charter was obtained during the last session of the Legislature for the Peoria and Wenona Road—the remaining link.

We have not time at present to say anything further of this splendid route, than that it runs through the very richest part of the State, and one comparatively unknown to railway enterprise, and for that very reason all the more likely to be

speedily opened up to that spirit of enterprise which, from its seat in Chicago, is searching out every good channel for adding to the business thrift of that young but mighty metropolis.—*Peoria Democrat.*

Copper Falls Mining Co.

The report of this company which has just been issued, presents full details of its history for the past year, the course of the management in the administration of its heretofore somewhat complicated affairs, and the results, together with its previous condition and future prospects; the whole comprising a document of much interest to stockholders.

The copper statement is made to embrace the thirteen months ending December 31, 1867, so as to include all the copper shipped during the past season. The general accounts from the mine and from the treasurer's office, cover only the year 1867.

The whole amount of mineral produced for the thirteen months was 2,465,579 lbs., of which 2,172,154 lbs., according to the mine weights (but 2,163,290 lbs., as returned by the smelting house, the difference being attributable probably to the moisture in the stamps' product), have been shipped, leaving at the warehouse at Eagle Harbor 293,425 lbs.

The mineral shipped was smelted at Detroit, and yielded in ingot, 1,524,428 lbs.; of which 1,073,265 lbs. have been sold for \$264,384 98, averaging about 24.6 cents per lb., leaving in the hands of our agent in New York 459,572 lbs. and 1,591 lbs. in the form of ingot moulds at the smelting house in Detroit. The ingot in New York is valued at \$99,320 24; and the mineral left over at Eagle Harbor, assuming it to be of the same per centage as that which was smelted, would give 208,331 lbs. ingot, which, at twenty cents per lb., gives \$41,666 20; making the value of the production of the mine for the thirteen months, or the gross earnings during that period \$406,321 42.

The total expenses of the company for the same period amount to \$393,658 73.

Included in these expenses, however, are two items which are of an exceptional and extraordinary character, and not properly chargeable to the production of copper; viz., \$64,145 59 paid on account of the purchase of over issued stock, and \$10,000 paid by our predecessors to John Leighton, as a gratuity for his services as president. Deducting these items, the cost of copper was \$319,513 14, showing a profit of \$85,808 28.

The outlay at the mine in 1867 was as follows: Mine cost, \$139,970 89; stamping and dressing, \$41,598 44; office expense, \$5,310 51; expense, \$3,357 93; surface, \$37,112 52; machinery, \$5,958 57; real estate, \$1,750 00; making a total of \$235,053 86.

The total mining cost for December, 1866, was \$21,949 29, which added to the above gives total cost for thirteen months, \$257,003 15, as stated in the copper return.

The assets amount to \$183,832 63, and the excess of assets over liabilities, as appears by the detailed statement is \$35,064 70.

Knoxville and Kentucky Railroad.

President Mayberry, of the Knoxville and Kentucky Railroad, who is now in the city, informs us that he has let out the line of the road to the State line, with the exception of a gap of nineteen miles, which will be let out next month. President Guthrie, of the Louisville and Nashville Railroad, told him, in a late interview, that he would build his end of the road to the Tennessee border as rapidly as possible, so that the connection will be made in about eighteen months. The road will be of immense benefit to both States, and will give a powerful impulse to the farming and mining interests of East Tennessee.—*Nashville Times.*

L Norridgewock, Me., has decided, by a vote of 328 to 19, to subscribe \$80,000 to the stock of the Somerset Railroad, which is to connect with the Maine Central Railroad at Waterville. This, it is said, insures the building of the road, and measures will be immediately taken to put the work in operation.

L The provisional directors of the Toronto and Tripissing Railway Company met recently, and elected the following officers, viz: President, A. M. Smith; Vice President, J. E. Smith; Treasurer, T. C. Chisholm; Secretary, Chas. Robertson. Messrs. Lerfs, McMurrich and Robertson were appointed Solicitors. Meetings were appointed to be held at various places along the proposed line, and a committee named to arrange matters for promoting the speedy construction of the railway.

RICHMOND AND DANVILLE RAILROAD.

The earnings of this road for the fiscal year ending September 30, 1867, were as follows:

From passengers.....	\$200,428 91
" freight	399,500 98
" express	23,544 15
" U. S. mail	18,072 58
" telegraph line	3,115 66
	<hr/>
	\$639,662 23

The ordinary expenses were:

Repairs of road	\$102,751 47
" bridges	9,287 41
" structures	5,891 66
" locomotives ..	17,846 64
" cars	22,575 01
" machinery	4,795 25
Passenger train expenses ..	21,001 27
Freight train expenses ..	23,762 62
Fuel account	30,657 07
Oil, waste, etc	5,025 18
Depot expenses	47,910 85
Telegraph expenses	7,254 14
Miscellaneous expenses ..	20,230 86
Losses and damages	9,649 88
Salaries of officers, etc ..	15,778 01
Taxes and insurance	6,070 06
U. S. internal revenue tax	9,368 82
	<hr/>
	359,451 19

Net earnings (48.8 per cent.)

\$280,211 04

The extraordinary expenses were:

For old debt incurred prior to July, 1865	\$19,813 75
For iron rails, chairs, spike and labor relaying track	103,822 62
For rebuilding depots and water stations	9,603 60
For new bridge over canal at Richmond	11,693 40
	<hr/>
Total	\$144,933 37

Less cash received for old rails, credited to relaying track

21,814 93

Total extraordinary expenses. \$123,618 44

Compared with the business of the previous year, the gross earnings show a decrease of \$83,051 77, with a decrease in expenses of \$28,473 12—making the decrease in net earnings, \$4,578 65. The President in his report says:

About 11½ miles of new rail have been laid during the year, most of it between Mattoax and Tomahawk stations, and much of the worn out rail on the residue of the track eastward, replaced with the best of the old material taken up. The entire line to Greensboro is unquestionably in better condition than at any previous period of the company's existence, up to a fair average standard of repair, which will relieve the necessity in future, of so large expenditure in repairs

as has, for two years past, been indispensable to the safe and economical operation of the line. New depot buildings have been erected at Merrin, Chula and Powhatan, which replaces all south of Richmond that had been destroyed during the war. Permanent tracks and platforms have been built on part of the new depot lot in Richmond, and temporary sheds erected to facilitate the handling of Richmond freights, until such time as the company shall think proper to commence the erection of the permanent depot building.

In respect of the company's finances, very important, and it is deemed very beneficial arrangements, have been effected during the year, which are expected to be of invaluable aid to the company in relieving the embarrassments under which it was found on its reorganization in September, 1865. Briefly stated, they are as follows: To enable the company to fund its floating debt, the stockholders at their last annual meeting, it will be remembered, authorized the President and Directors to take measures to consolidate its funded debt, if practicable, into one security, and thereby enable the company to create and offer a new security that would be marketable at a fair price. In execution of this policy, application was made to the general assembly, and an act passed on the 22d day of February, 1867, authorizing the creation of a new lien on the company's property, for an issue not to exceed two millions, to enable the company to consolidate its liabilities by funding its floating and extinguishing by exchange or purchase its outstanding bonds. The act also gives priority to the new lien thus created over the mortgage to the State, and in effect, authorizes the conversion of the entire private debt into a first mortgage security, the State taking the place of a second mortgagee as to the whole private debt, as it then stood as to part. This done, the assent of the bondholders was to be obtained to an exchange of the old for the proposed new bonds; to facilitate which, material advantages were offered in the assumption by the company of the United States internal revenue tax on the new bond, and in other particulars. Most of the bondholders readily agreed to the exchange, regarding it as it clearly is, not less promotive of their own than of the interests of the company. And in June last a new deed of trust, embracing the company's entire property, was accordingly made, and has been duly recorded in all the proper offices. The new bonds have been made and recently offered for exchange. Within the few weeks that have elapsed since their preparation and readiness for delivery, about two-thirds of the entire amount of the old issue have been brought in and exchanged. It is not doubted, therefore, that the plan of conversion which has been adopted as the only thing practicable on the subject, will be completely effective. In a few instances the old bonds may be withheld for a time. If necessary to meet such, if not otherwise obtainable, an adequate sinking fund can easily be created on the new security. The important result to the company is, that instead of a fifth mortgage security, with a million six hundred thousand dollars ahead of it, the company can now offer to capital, in the absorption of its floating debt, a consolidated first mortgage bond of an issue limited to two millions, secured by the company's entire property, worth certainly not less than six millions. In a state of ordinary financial ease and confidence, these securities will continue to command, as they undoubtedly deserve to command, as good prices as any southern security, paying a six per cent. currency interest. The continued and severe stringency in money, which has prevailed almost without intermission, since the company has been able to offer the new bond, has retarded sales at satisfactory prices. About \$100,000 have been disposed of at \$70 to the hundred. It is hoped that more favorable circumstances for their use than now exist, will soon occur.

The following statement shows the financial condition of the company at the close of the present fiscal year;

For Funded Debt:

Amount of old mortgage bonds convertible and being converted under the new lien	\$1,183,600 00
Interest due on part of same uncalled for	64,115 00
Amount of new consolidated bonds sold and issued in settlement of claims	112,500 00
Debt to State of Virginia, 2d mortgage. Balance of principal and interest to date, about	480,000 00
Bonds, not mortgage, given to Roanoke Valley Railroad Company in settlement for iron obtained in 1863, and used on Piedmont Railroad	148,200 00
	<hr/>
	\$1,938,415 00

For Unfunded Liabilities:

Amount of bills and notes to mature during 1867 and 1868, including amounts assumed for Piedmont Railroad Company	717,889 46
Amount of loans	32,543 65
Amount due for old dividends	7,988 99
	<hr/>
	\$2,696,832 10
Less—cash in banks September 30, 1867	\$9,172 85
Bills receivable	63,806 75
Four hundred tons old rail on hand at end of year, (cash market value)	18,000 00
Balance due from Piedmont Railroad Company for amounts assumed	403,208 84
Balance due to company on sundry accounts per ledger	30,775 04
Balance due from State of Virginia on subscription	11,401 50
	<hr/>
	536,364 98

Making total balance of debt to date. \$2,160,467 12

To which may be properly credited:

The present value of 186 shares stock in the Richmond and Danville Railroad purchased and now held by the company	\$3,360 00
Present net value of 14-, 885 shares stock in the Piedmont Railroad now owned by this company	873,000 00
	<hr/>
	876,360 00
	<hr/>
	\$1,284,107 12

Of the new consolidated first mortgage bonds, \$12,500 have been issued in settlement of claims in addition to the \$100,000 sold. The claims of the Roanoke Valley Railroad Company against the Piedmont Company, for iron obtained during the war and used on the Piedmont road, have been settled, and the unsecured bonds of this company maturing at from two to seven years, taken in payment, to the amount of \$148,200. The floating debt credited by cash in banks, bills receivable, convertible property, assets and cash balances, including that due from the Piedmont Company, is stated at \$222,052 12. The Piedmont Company has a net income of \$45,000, on which as a basis, it can doubtless provide for its balance to this company, as is indeed contemplated by the management of that company. That done, it is expected, that under circumstances moderately favorable, the balance of floating debt of this company, with its financial condition now re-organized as effected by the conversion above explained, can be readily disposed of in bonds under the new lien. This of course assumes the continuance of reasonable income. No reason is seen in the present or prospective condition of the country, that should

affect its ability to afford such income with certainty and regularity in the future.

The number of private passengers carried is 78,691, against 62,686 the previous year. The decrease of receipts from this source is due to the diminution of Government passengers carried this year by 4,438, and the reduction of the rate of passenger fare in April last, from 6 to 5 cents per mile. If the present passenger rates are maintained, it is expected that the income from this source will be fully sustained and gradually improved during the ensuing year. The successful adjustment of projected arrangements with connecting lines north and south of us may materially increase it.

The movement of tonnage has increased during the year nearly 20 per cent., in most respects fully meeting expectations from this source. In the item of wheat alone, a heavy deficit of the usual ante-war business has occurred. Owing to the failure of this crop to a large extent in south side Virginia and North Carolina, not more than one-third of what was reasonably expected has been transported, and not one-sixth of the quantity carried in 1860. A large part of that produced in surplus, which would otherwise have sought its market in Richmond, has been retained for home supply, to fill the vacuum produced by the unexampled failure of 1866 in this important product. We may reasonably hope for some improved results in this respect for another year. The tobacco crop has been a fair one, and the tonnage which it affords is likely to be fully maintained, as is also the usual mercantile and miscellaneous tonnage, if political agitations do not further derange our industry, and thereby produce commercial distress and disaster. From several sources we may expect some increase of profitable business. Under the recently consolidated management of the roads from Norfolk to Bristol, we should, and it is expected will, be able to recover the travel between Richmond and the southwest via Burkeville and Lynchburg, which, since the war, has been almost totally lost to this company without any default of effort or offered facilities on its part.

The reconstruction of the Richmond and York River Railroad was commenced last year under circumstances of embarrassment. It was opened to the White House, 24 miles from Richmond during the past summer. It is understood that the want of available means has prevented its further progress up to this period. Its completion to West Point, 38 miles from Richmond, would render it, in connection with a city track uniting both lines, of value to your interests. It has been rebuilt on a gauge conforming to that of this road, and with a view to its operation in connection with this line. The connection by a continuous track through Richmond has been authorized by the city authorities. Your board have authorized the construction of this connection, to be completed as soon as the Richmond and York River Railroad is completed to West Point. This of course is contingent on the ability of the Richmond and York River Company to progress with its work. If both can be effected within reasonable time, enough is known to justify the belief, that in a comparatively short time, your line can, under energetic management, be made in reality what it is in geographical position, the central and leading carrier of the Atlantic States between New York and New Orleans, and be rendered at once independent of corporate combinations that now dwarf its business and deplete its income to a material extent. In view of the whole matter, it is recommended that you confer upon the management of your company, ample authority in their discretion, to establish with the Richmond and York River Company, if practicable and deemed prudent, such business and property relations as shall be deemed necessary to develop and secure the largest interests you have in this connection.

The Piedmont road has been continued under lease to this company, and the term extended to five years at an annual rent of \$45,000, by agreement between the Boards of the two companies.

The entire line from Richmond to Greensboro is therefore still operated as that of the Richmond and Danville road. This is doubtless the most convenient and economical employment of that work. Essential and much needed improvements in providing for the interchange of business with the North Carolina Railroad at Greensboro have been made during the year, and the property may now be said to be in the most efficient condition. Though not yet a profitable property to this company, it must eventually become so.

The length of the Main Line between Richmond and Danville is 140.5 miles. Branch to coal yards at Rockett's 1.52 miles. Sidings and turnouts laid 11.25 miles. Total equivalent single track 158.27 miles. The length of the Piedmont Railroad (leased) from Danville, Va., to Greensboro' N. C., is 48.5 miles, or including sidings and turnouts (1.98 miles) 50.48 miles. Total length of main and branch line operated by company 190.52 miles.

The number of locomotives owned by the company is 24. The mileage of locomotives has been 310,204—an increase over the previous year of 70,252 miles. The present stock of cars is as follows: 16 passenger, 6 baggage and mail, 135 box freight, 54 platform, 51 coal, 11 conductor's, 10 gravel, and 2 second class cars from Piedmont Railroad—total, 285. The number of miles run by passenger, mail and baggage cars, was 647,122; by express cars, 55,664; by freight and coal cars, 1,282,380; by service cars, 213,840—total miles run, 2,199,006, an increase over the previous year of 274,096. The cost of maintenance of machinery was \$45,016.90, equal to 14½ cents per mile run by all trains. Passengers carried west, 38,962; do., east, 39,729; Government passengers, 815—total, 79,506. Total miles traveled by passengers, 4,106,364. Tons of freight carried, 81,637. Do., carried one mile, 5,924,892.

Statement of receipts, disbursements and liabilities of the company from its organization, November 20, 1847, to September 30, 1867:

RECEIPTS.

Capital stock.....	\$4,000,000 00
Loan of State of Virginia, redeemable in about 34 years, from April 3, 1853, to September 30, 1854, by payment of annuity of 7 per cent.	600,000 00
Bonds guaranteed by State of Virginia, due 1875 and 1876.....	200,000 00
Bonds extended, due in 1863.....	25,500 00
Bonds of 4th mortgage, registered, due in 1873.....	504,000 00
Bonds of 4th mortgage, coupons, due in 1875.....	423,000 00
Bonds for funding interest, due in 1869 to 1876.....	82,100 00
Bonds for Roanoke Valley Railroad Company, due in 1869 to 1876...	148,200 00
Bonds of consolidated mortgage, coupons.....	11,000 00
Bonds of consolidated mortgage, registered.....	500 00
Transportation to Sept. 30, 1866...	7,199,182 43
Transportation for the year ending Sept. 30, 1867.....	639,662 23

LIABILITIES.

Interest due on bonds...	\$64,115 40
Interest due Board of Public Works.....	126,000 00
Dividends.....	7,983 99
Loans.....	32,543 65
Bills payable.....	717,889 46
Sundry accounts, per ledger.....	77,248 23
	1,025,780 73
	\$14,858,875 39

Increase of capital stock.....	\$2,000,000 00
Cost of road and property to September 30, 1867.....	4,929,000 00
Cost of transportation to Sept. 30, 1866.....	4,569,572 77
Cost of transp. for the year 1867, viz:	
Maintenance roadway and real estate.....	\$227,214 87
Maintenance machinery 45,945 75	
Operating expenses 178,697 62	
Insurance.....	5,957 88
Internal revenue.....	9,363 82
Taxes.....	112 23
Salary.....	15,778 01
Interest.....	121,280 03
Discount on bonds sold.....	31,007 00
Lease of Piedmont railroad to Sept. 30, '67.....	72,500 00
	707,856 66
Dividend account.....	480,123 10
Fund for redemption of loan of \$600,000.....	80,908 65
Individual stock.....	7,301 00
State of Virginia, due on subscription.....	11,401 50
Piedmont Railroad Company, stock account.....	1,488,500 00
Piedmont Railroad Company, balance due.....	403,208 84
Bills receivable.....	63,806 75
Sundry accounts, per ledger.....	108,023 27
Balance in banks.....	9,172 85
	\$14,858,875 39

President.—A. S. BUFORD.

Directors on the part of the State.—W. T. Sutherland, A. Y. Stokes, Thos. Branch. Directors elected by Stockholders.—Wood Bouldin, J. R. Edmunds.

Superintendent.—THOMAS DODAMEAD.

Secretary and Auditor.—JOHN D. BLAIR.

Treasurer.—E. A. BARBER.

Erie Railway.

The following is the text of the act passed by both branches of the New Jersey Legislature to enable the Erie Railway Company to establish offices, transfer stock, and transact its business in that State:

An act to enable certain corporations more effectually to transact their business in the State of New Jersey.

SECTION 1. Be it enacted by the Senate and General Assembly of the State of New Jersey, That where any railroad corporation which has been created by the laws of any other State or States has, by any law or laws passed by the Legislature of this State, been authorized to hold property and exercise franchises and privileges in this State, it shall be lawful for the directors of such company elected in another State to hold their meetings in this State and exercise all the powers and franchises of such company within this State, so far as it may be necessary to transact any business of such company.

SEC. 2. And be it enacted, That it shall be lawful for such company to have an office in this State for the transfer of stock, and the officers and agents of such company shall be authorized to transact the business of such company in this State.

SEC. 3. And be it enacted, That this act shall be a public act, and shall take effect immediately.

>About one-third of the grading of the Dorchester and Delaware Railroad (running from Seaford to Cambridge) is completed, and in about a week the engineers expect that the track laying may commence at Seaford.

Mr. George H. Burrows has been appointed General Superintendent of the Toledo, Wabash and Western Railway, in place of Mr. E. A. Chapin, deceased.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Last Dividend Periods.	Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Last Dividend Periods.	Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna... 100	\$1,875,139	-----	-----	Hartford and New Haven... 100	\$3,000,000	J. A. J&O	Apr. '68 3	Portl., Saco & Portsmouth... 100	\$1,500,000	J. & D.	Dec.'67 3
Allegheny Valley..... 50	1,498,400	-----	-----	Bannibal and St. Joseph... 100	1,900,000	Do.	-----	Providence & Worcester... 100	1,800,000	J. & J.	Jan.'68 4
Alton and St. Louis..... 100	125,000	J. A. J&O	Oct. '67 14	Do. do. pref... 100	5,253,830	-----	-----	Reading and Columbia... 50	6,501,019	-----	-----
Atlanta and West Point... 100	1,282,200	J. & J.	Jul. '67 3	Hanover Branch..... 50	116,850	M. & N.	Nov.'67 5	Rensselaer and Saratoga... 100	800,000	A. & O.	Apr.'68 3
Atlanta & N. Carolina... 100	5,545,225	-----	-----	Housatonic..... 100	820,000	-----	-----	Richmond and Danville... 100	2,000,000	-----	-----
Atlanta & G. Western... 50	11,522,150	-----	-----	" pref..... 100	1,180,000	J. & J.	Oct. '68 4	Richmond and Petersburg... 100	847,000	-----	-----
" " " pref... 100	1,919,000	-----	-----	Hudson River..... 100	13,927,100	J. & O.	Oct. '67 4	Rich., Fred. and Potomac... 100	1,041,500	-----	-----
Atlantic & St. Lawrence... 100	2,194,900	J. & J.	Jan. '68 2	Hazleton..... 50	1,615,000	F. & A.	Feb.'68 3	Rockport..... 100	88,400	-----	Nov.'67 2
Augusta and Savannah... 100	733,700	J. & J.	Jul. '67 3	Huntingdon & B'd Top... 50	494,330	J. & J.	Jn.'68 3	Rome, Watert. and Og'mb... 100	2,385,500	J. & J.	Jan.'68 5
Baltimore and Ohio... 100	16,167,962	A. & O.	Oct. '67 4	" " pref... 50	190,750	F. & A.	Feb.'68 5	Rutland preferred... 100	-----	F. & A.	F'b.'68 3
Do. Washington Br... 100	1,856,000	A. & O.	Oct. '67 4	Illinois Central..... 100	25,886,450	M. & S.	Sep. '67 4	St. L. Alt. and T. Haute... 100	2,800,000	-----	-----
Baltimore City Passenger... 670,000	-----	-----	Indianapolis, Cin. & Lafay... 100	1,689,900	J. A. J&O	Oct.'67 13	St. L. Jack'n. and Chic.o... 100	1,700,000	Annual	Mar.'67 7	
Boston and Chelsea... 100	110,000	A. & O.	Oct. '67 4	Jeffersonv. Mad. & Ind... 100	2,000,000	J. & J.	Jan. '63	Sandusky and Cincinnati... 100	1,469,428	-----	-----
Bellefontaine Line... 100	4,420,000	F. & A.	Aug.'67 3	Joliet and Chicago... 100	1,500,000	J. A. J&O	Oct.'67 13	" " pref... 100	2,089,000	-----	-----
Berkshire*... 100	600,000	J. A. J&O	Jan. '68 1	Joliet & North. Indiana... 100	300,000	J. & J.	Jan. '68 4	Sand., Mansf. and Newark... 100	900,000	-----	-----
Blossburg & Corning... 50	250,000	J. & D.	Dec.'67 2	Lackawanna & Blooms... 50	1,325,000	J. & J.	Jan. '67 6	Saratoga and Hudson R... 100	1,026,000	-----	-----
Boston, Concord & Mont... 100	459,000	M. & N.	Nov.'67 3	Lehigh and Mahanoy... 50	2,155,665	J. & J.	Jan. '67 6	Saratoga and Whitehall... 100	500,000	A. & O.	Apr.'68 3
Do. do. pref... 100	1,340,400	M. & N.	Nov.'67 3	Lehigh Valley..... 50	10,734,100	J. A. J&O	Jan. '68 2	Savannah and Charleston... 100	1,000,000	-----	-----
Boston and Lowell... 500	1,830,300	J. & D.	Dec. '67 4	Lehigh Luzerne..... 50	344,560	J. & J.	Jan. '68 4	Schuylkill and Susqueh... 50	1,269,160	-----	-----
Boston and Maine... 100	4,076,974	J. & J.	Jan. '68 5	Lexington & Frankfort... 100	514,646	M. & N.	Nov.'67 3	Second and Third St.(Ph.) 100	293,757	J. @ J.	Jan. '68 5
Boston and Providence... 100	3,860,000	J. & J.	Jan. '68 5	Little Miami... 50	3,572,400	J. & D.	Dec.'67 4	Schuylkill Valley*... 50	576,050	J. & J.	Jan. '68 2
Boston and Worcester... 100	4,500,000	J. & J.	Jan. '68 5	Lowell and Lawrence... 100	200,000	A. & O.	Oct.'67 3	Scoboard and Roaroke... 100	868,200	-----	-----
Broadway (Boston)... 150	326,000	J. & J.	-----	Macon and Western... 100	1,500,000	J. & J.	Jan. '68 4	Second Avenue (N. Y.)... 100	670,000	A. & O.	Oct. '66
Broadwy' & 7th Av.(N.Y.)... 100	2,100,000	J. & J.	Jul. '67 5	Mahanoy & B'd Mountn... 50	921,515	J. & J.	Jan. '68 4	Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'68 3
Brooklyn City..... 100	1,000,000	F. & A.	A. '67 3	Maine Central..... 100	1,600,560	F. M. A. N.	Aug.'66 2	Sixth Avenue (N. Y.)... 100	750,000	-----	-----
Brooklyn City & New'tn... 100	399,500	J. & J.	-----	Long Island..... 50	3,000,000	F. M. A. N.	N'v'67 10	Syr., Bingham. and N. Y... 100	1,200,130	J. & J.	Jul. '67 4
Buff., New York & Erie*... 100	350,000	M. & N.	Nov.'67 3	Long Branch & Sea Shore... 50	95,194	J. & J.	Jan. '68 4	Taunton Branch... 100	250,000	J. @ J.	Jan. '68 4
Buffalo and State Line... 100	2,200,000	F. & A.	Feb.'68 5	Louisville and Frankfort... 50	48,638	J. & J.	Jul. '67 4	Tennessee and Alabama... 100	555,922	-----	-----
Cambridge Horse (Boat'n) 100	77,500	A. & O.	Feb.'68 5	Louisville and Nashville... 100	1,109,594	J. & J.	Jan. '68 3	Terre Haute and Indiana... 50	1,982,150	J. & J.	Jan. '68 3
Camden and Amboy... 100	6,842,200	F. & A.	-----	Louisville and Nashville... 100	5,500,000	F. & A.	Feb.'68 4	Third Avenue (N. Y.)... 100	1,750,000	J. @ J.	Jan. '68 1
Camden and Atlantic, pref. 50	600,000	J. & J.	-----	Lowell and Lawrence... 100	2,800,000	A. & O.	Oct.'67 3	Thirteenth and Fif.(Ph.)... 50	1,650,000	-----	-----
Cape Cod Branch... 60	721,926	J. & J.	Jan. '68 3	Macon and Western... 100	1,500,000	J. & J.	Jan. '68 4	Tol., Peoria and Warsaw... 100	1,700,000	-----	-----
Catawissa... 50	1,150,000	J. & J.	-----	Mahanoy & B'd Mountn... 50	921,515	J. & J.	Jan. '68 4	Tuonant Branch... 100	250,000	J. @ J.	Jan. '68 4
Catawissa, pref... 50	2,200,000	A. & O.	Oct.'67 3	Maine Central..... 100	1,600,560	F. M. A. N.	Aug.'66 2	Tennessee and Alabama... 100	555,922	-----	-----
Cayuga & Susquehanna... 50	589,110	J. & J.	Jan. '68 4	Mancheste & Lawrence... 100	1,000,000	M. & N.	Nov.'67 5	Terre Haute and Indiana... 50	1,982,150	J. & J.	Jan. '68 3
Central of Georgia... 100	4,666,300	J. & J.	-----	Marietta & Cincinnati... 100	2,029,778	J. & J.	Jan. '68 4	Third Avenue (N. Y.)... 100	1,750,000	J. @ J.	Jan. '68 1
Central of New Jersey... 100	13,000,000	J. A. J&O	Dec.'67 3	" 1st pref... 50	6,580,185	M. & S.	Sep.'66 3	Thirteenth and Fif.(Ph.)... 50	1,650,000	-----	-----
Central Ohio... 100	400,000	J. & D.	Dec.'67 3	" 2d pref... 50	4,061,744	M. & S.	Sep.'66 3	Tol., Peoria and Warsaw... 100	1,700,000	-----	-----
Do. pref... 50	-----	-----	Memphis and Charleston... 100	6,212,725	M. & S.	Mar.'68 3	Tol., Wabash and West... 50	5,400,000	M. & N.	N. '67 3	
Cen. Park, N. & E. River... 150	970,000	J. & J.	Oct.'67 24	Memphis and Ohio... 100	570,000	J. & J.	Jan. '68 4	Troy and Boston... 100	607,111	-----	-----
Charlotte & S. Carolina... 100	1,201,000	-----	Michigan Central..... 100	7,602,866	J. & J.	Jan. '68 4	Troy and Greenbush*... 100	274,400	J. & D.	Jun.'67 3	
Chemung*... 100	380,000	J. & J.	Mar. '68 2	Michigan Central..... 100	9,811,300	F. & A.	Aug.'67 5	Troy, Salem and Rut'l'd*... 100	800,000	A. & O.	Apr.'68 3
Cheshire, preferred... 100	2,017,826	Annual	Jan. '68 3	Midville and Glassboro... 100	400,000	F. & A.	Aug.'67 6	Union Transport'n (Bos.)... 100	200,000	-----	-----
Chicago and Alton... 100	3,585,943	M. & S.	Mar. '68 5	Middlesex (Boston)... 100	368,200	F. & A.	Aug.'67 6	Union Pacific... 100	-----	-----	-----
Chicago, pref... 100	1,245,576	M. & S.	Sep.'67 25	" 1st pref... 100	3,082,000	Annual	Feb.'68 8	Tol., Wabash and West... 50	1,000,000	M. & N.	N. '67 3
Chicago, Burl. & Quincy... 50	19,198,010	M. & S.	Dec. '67 2	" 2d pref... 100	1,014,000	Annual	Feb.'68 8	Troy and Boston... 100	291,475	J. @ J.	Jan. '68 2
Chicago and G. Eastern... 100	4,380,000	J. & J.	-----	Milw. & St. Paul... 100	3,627,000	J. & J.	Jan. '68 5	Troy and Greenbush*... 100	834,400	J. & J.	Jan. '68 4
Chicago, Iowa & Nebra... 100	1,000,000	J. & J.	-----	Mobile and Ohio... 100	1,371,000	J. & J.	Jan. '68 4	Vermont and Canada*... 100	2,250,000	J. & D.	Dec.'67 4
Chicago and Milwaukee... 100	2,227,000	J. & J.	-----	Montgomery & W. Point... 100	1,418,768	F. & A.	Aug.'67 6	Vermont Central... 100	8,000,000	-----	-----
Chicago & N. Western... 100	15,180,927	J. & J.	-----	Morris and Essex... 50	5,000,000	F. & A.	Feb.'68 8	Vermont and Massachusetts... 100	2,800,000	J. & J.	Jn.'68 14
" " pref... 100	12,994,719	Annual	Dec.'67 2	Nashua and Lowell... 100	600,000	M. & N.	Nov.'67 5	Vermont Valley... 100	516,164	-----	-----
Chicago, R. I. & Pacific... 100	9,100,000	A. & O.	Oct. '67 5	Nashville & Chattanooga... 100	2,056,544	F. & A.	Feb.'68 8	Virginia Central... 100	3,353,679	-----	-----
Cin., Ham. & Dayton... 100	3,129,100	J. & J.	-----	Naugatuck... 100	1,100,000	F. & A.	Feb.'68 5	Virginia and Tennessee... 100	3,452,815	-----	-----
Cincinnati City Passenger... 100	-----	J. & J.	Street	New Bedford & Taunton... 100	500,000	J. & J.	Jan. '68 4	Western Massa... 100	6,710,800	J. & J.	Jan. '68 5
Cincinnati and Zanesville... 100	1,600,250	J. & J.	-----	New Haven & N. London... 100	735,583	F. & A.	Feb.'68 5	Western Union... 100	2,687,237	-----	-----
Citizens' Passenger (Phil.) 50	192,750	F. & A.	Feb.'68 4	N. Haven & Northampton... 100	1,224,100	J. & J.	Jan. '68 4	West Jersey... 100	731,050	-----	-----
Clev., Col. & Cincinnati... 100	6,000,000	M. & N.	Nov.'67 4	New Jersey... 100	5,000,000	F. & A.	Feb.'68 5	West Philadelphia... 50	249,100	J. & J.	Jan. '68 5
Cleveland & Mahoning*... 50	2,044,600	J. & J.	-----	New London Northern... 100	895,000	M. & S.	Mar.'68 3	Wilm. and Manchester... 100	1,304,760	-----	-----
Clev., Painsv. & Ashto... 100	5,000,000	J. & J.	-----	N. O., Opel. & Gt. West'n... 100	4,093,425	F. & A.	Feb.'68 3	Wilm. and Weldon... 100	1,340,233	-----	-----
Cleveland and Pittsburg... 50	5,424,000	J. & J.	-----	New York Central... 100	20,530,000	F. & A.	Feb.'68 3	Worcester and Nashus... 75	1,141,000	J. & J.	Jn.'68 5
Cleveland and Toledo*... 50	4,841,600	J. & J.	-----	New York and Harlem... 50	5,255,050	J. & J.	Jan. '68 4	CANALS.	-----	-----	-----
Col. & Indianapolis Can... 100	4,000,000	J. A. J&O	Oct. '67 2	New York & New Haven... 100	1,500,000	J. & J.	Jan. '68 4	Chesapeake and Delaware 50	1,575,963	J. & D.	Dec.'67 3
Columbus and Xenia*... 50	1,782,200	J. & J.	-----	N. Y. Prov'd. & Boston... 100	1,755,281	J. & J.	Jan. '68 4	Chesapeake and Ohio... 25	8,228,595	-----	-----
Columbus & Portmouth... 100	350,000	J. & J.	-----	Nieg. Bridge & Canandaig... 100	1,000,000	J. & J.	Jan. '68 3	Delaware & Hudson... 100	1,633,350	F. & A.	Feb.'68 4
Concord... 100	1,600,000	M. & N.	Nov.'67 5	North Carolina... 100	4,000,000	J. & J.	Jan. '68 5	Delaware and Raritan... 100	2,298,406	F. & A.	Feb.'68 5
Coney Island & Brooklyn... 100	300,000	J. & J.	-----	Northern Central... 100	4,648,900	F. M. A. N.	Feb.'68 2	Erie of Pennsylvania... 50	64,000	-----	-----
Conn. & Passump. Rivers... 100	1,073,300	J. & J.	Jan. '68 3	Northern Eastern (S. C.) pref. 100	156,000	J. & D.	Dec.'67 4	Lehigh Coal and Navigat... 50	6,137,000	M. & N.	M'y. '67 3
Conn. River... 100	1,650,000	J. & J.	Jan. '68 4	Northern of N. Hampsh... 100	3,06,400	J. & D.	Dec.'67 4	Monongahela Navigation... 50	728,100	J. & J.	Jan. '68 2
Cumberland Valley... 50	1,816,900	A. & O.	Oct. '67 4	Northern of N. Jersey... 100	158,500	J. & D.	Dec.'67 4	Pere Marquette... 100	1,026,000	F. & A.	Feb.'67 3
Danbury and Norwalk... 100	306,900	J. & J.	-----	North Missouri... 100	2,368,307	J. & J.	Jan. '68 3	Monongahela (consolidated)... 100	1,176,000	F. & A.	Feb.'67 5
Dayton and Michigan*... 100	2,324,941	J. & J.	-----	North Pennsylv... 50	3,150,150	J. & J.	Feb.'68 3	Ohio River... 100	1,908,207	F. & A.	Feb.'67 6
Delaware... 50	406,132	J. & J.	Jan. '68 3								

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [-] signifies "nil" and leaders [---] "not ascertained."

Fiscal year ending.	Completed; equi- valent in single trk. in m.	Length in projected. m.	Equipment. Horses. No	Cars. No	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebted- ness.	Earnings.	Market Price.	PASSENGER RAILROAD BONDS.				
											Fonded Debt.	Floating Debt.	Gross.	Net.	Dividends on paid capital.
30 Nov.'67	3.63	—	Boston and Chelsea	110,000	110,000	\$	\$	\$	\$	37					
30 Nov.'67	6.84	—	Broadway, Boston	402,468	325,000		64,836	187,427	29,460	58					
30 Nov.'67	28.81	—	Cambridge	877,594	727,800	150,000	94		9.0	99					
30 Nov.'67	3.99	—	Lowell (Horse)	66,908	55,880		1,886	27,268	5,538						
30 Nov.'67	12.50	—	Lynn and Boston	269,426	200,000	50,000	48,994	154,987	losa.	10					
30 Nov.'67	3.60	—	Maldon and Melrose	60,246	200,000	55,758		24,138	losa.	25					
30 Nov.'67	—	—	Marginal Freight	91,543	94,200										
30 Nov.'67	3.08	—	Medford and Charlestown	36,600	21,000	8,000		23,442	2,240	50	25				
30 Nov.'67	42.99	791	166	1,528,225	1,250,000		188,198	736,709	129,635	10	68				
30 Nov.'67	7.21	254	42	Middlesex (Boston)	495,685	460,000	41,539	70,094	188,085	10,087	44				
30 Nov.'67	3.25	23	7	Northampton & Williamsburg	300,000	300,000		2,318	14,278	1,125					
30 Nov.'67	2.18	6	2	North Woburn street	27,242	17,300		13,500	368	losa.					
30 Nov.'67	6.45	55	9	Quincy	136,840	71,600	66,424	57,592	28,226	losa.					
30 Nov.'67	7.15	50	17	Salem and South Danvers	195,317	150,000	32,400	6,268	36,837						
30 Nov.'67	3.74	—	Somerville	75,000	75,000			4,500	4,500	6	39				
30 Nov.'67	2.51	12	3	Stoneham street (Boston)	37,800	33,000		8,589	89						
30 Nov.'67	6.84	—	Suburban	95,000	5,000	(Inc. in M&M. & Melrose.)									
30 Nov.'67	—	440	68	Union (Transportation)	303,870	200,000	24,000	117,842	368,861	13,016	6	84			
30 Nov.'67	2.76	—	Winnisimmet	62,152	58,200		238	4,300	3,867	4					
30 Nov.'67	4.06	44	9	Worcester	89,573	75,800	72,000	26,000							
CONNECTICUT.															
31 Jan.'64	3.0	3.0	45	7	Fairhaven and Westville	100,000	100,000				8				
31 Dec.'62	8.5	—	11	3	Hartford and Wethersfield	300,000	300,000								
NEW YORK.															
30 Sep.'66	9.65	—	Albany	118,622	89,850	40,000		46,365	1,841						
30 Sep.'66	25.00	—	Bleeker St. & Fulton Ferry	1,698,768	900,000	694,000	10,000	281,424	103,590	100					
30 Sep.'66	10.78	49	—	Broadway (Brooklyn)	236,759	200,000	27,500	5,910	98,268	23,408	8	100			
30 Sep.'66	14.00	—	Broadway & 7th Ave., N. Y.	3,492,826	2,100,000	130,000		677,196	268,445	4	100				
30 Sep.'66	8.00	—	Brooklyn, Bath & Coney Is'd	153,414	99,850	80,000	72,872	27,901	7,567		100				
30 Sep.'66	24.00	51	22	Brooklyn Central & Jamaica	906,783	485,100	462,810	32,185	196,041	25,709		100			
30 Sep.'66	57.68	1.90	—	Brooklyn City	1,388,369	1,000,000	170,000		1,034,934	356,656	12	10			
30 Sep.'66	11.75	4.00	—	Brooklyn City & Newtown	549,425	399,800	200,000	18,755	128,224	19,566		100			
30 Sep.'66	0.09	241	—	Brooklyn City & Ridgewood	187,200	164,000	20,000	3,200							
30 Sep.'66	4.50	—	Brooklyn City & Rock Beh	124,582	102,150	35,000		8,667	4,562						
30 Sep.'66	24.00	114	12	Cent'rl Pk., N & E Riv. (N.Y.)	1,608,489	970,000	550,000	21,303	595,908	127,893	24	100			
30 Sep.'66	—	2.00	—	Clinton Avenue (Albany)	—	2,800									
30 Sep.'66	—	2.00	—	Cohoes & Waterford	—	500									
30 Sep.'66	19.75	—	—	Coney Island & Brooklyn	643,099	500,000	148,000	36,545	123,014	losa.	100				
30 Sep.'66	23.23	180	—	D. Dock, E. Bd'w. & Battery	562,248	1,200,000	550,000	403,861	89,549		100				
30 Sep.'66	6.00	—	East & North River (W.C.)	650	650										
30 Sep.'66	18.00	157	—	Eighth Avenue	1,300,972	1,000,000	160,000		725,724	61,207	9	100			
30 Sep.'66	12.00	42	—	42d st. & Grand st. Ferry	962,541	750,000	260,000	2,698	227,682	63,047	5	100			
30 Sep.'66	4.52	—	Grand st. & Newtown (W.G.)	—											
30 Sep.'66	10.00	17	2	Harlem Br., Morris'ad/Ford'm	223,230	90,000	124,000	2,600	70,522	16,172		100			
30 Sep.'66	3.00	—	Hudson Av. and Pros'p. Fk	—											
30 Sep.'66	12.20	30	—	Ninth Avenue	445,295	797,320	112,000		73,276	losa.	100				
30 Sep.'66	11.00	—	Port Morris & Westchester	1,200	1,200										
30 Sep.'66	11.00	38	—	Rochester City & Brighton	274,473	133,400	100,000	7,000	53,298	9,042		100			
30 Sep.'66	16.00	—	Second Avenue (N. Y.)	1,250,023	670,000	520,000	210,000	420,564	31,026		45				
30 Sep.'66	8.37	73	—	Sixth Avenue (N. Y.)	1,489,863	750,000	150,000		522,705	losa.	5	100	120		
30 Sep.'66	3.00	100	—	South Brooklyn & Berg. St.	—										
30 Sep.'66	17.50	170	—	Third Avenue (N. Y.)	2,406,509	1,170,000	1,280,000	70,000	1,088,003	260,333	12	100			
30 Sep.'66	4.46	50	—	Third Avenue & Fordam	975	975									
30 Sep.'66	—	—	Troy and Cohoes	50,000	50,000										
30 Sep.'66	6.50	—	Utica and Waterville	311,362	124,500	100,000	1,200	46,449	14,355						
30 Sep.'66	1.75	4	V. Brunt st. & Erie Bas. (Bk'n)	62,000	50,000	12,000		15,850	390						
30 Sep.'66	—	—	Westchester	5,949	7,370										
30 Sep.'66	4.00	—	West Shore	1,457	2,200										
NEW JERSEY.															
31 Dec.'62	5.32	—	Hoboken and Hudson City	32,000	30,000		2,000								
31 Dec.'62	5.05	2.50	—	Hoboken and Weehawken	134,400	70,000	60,000		17,228	9,988	3				
31 Dec.'62	10.47	—	Jersey City & Bergen Point	—											
31 Dec.'62	17.00	150	22	Orange and Newark	618,296	287,550	300,000	30,750	124,679	30,586	50				
31 Dec.'62	5.80	—	West Hoboken & Hoboken	100,000	40,000	60,000									
PENNSYLVANIA.															
31 Oct.'66	9.23	144	26	Citizens (Pittsburg)	218,024	126,000	56,300	7,756	143,111	61,093	20	50			
31 Oct.'66	6.74	—	Frankfort and Philadelphia	184,935	71,475	50,000	21,750	6,184							
31 Oct.'66	16.43	271	49	Frankford & Southw'k (Ph)	772,606	491,650	200,000		261,223	65,440	6	50	36		
31 Oct.'66	34.41	367	59	Germany	461,335	112,245	350,000	26,294	294,683	121,721	20		27		
31 Oct.'66	5.47	120	25	Giard College (Phila.)	81,612	160,000			104,934	17,340	15	50	26		
31 Oct.'66	4.83	191	33	Green & Coates st. Phila.)	232,953	150,000	100,000		166,792	51,984	18	50	29		
31 Oct.'66	2.12	25	5	Harrisburg City	56,874	41,114	9,500	4,824	11,463	507	25				
31 Oct.'66	19.00	390	56	Hestonv., Mantua & Fairmt'	183,800	85,250	242,181	30,388	50	10	50	10	17		
31 Oct.'66	5.31	105	18	Lombard & South st. (Phil.)	160,189	90,000	60,200	4,560	67,450	20,166	25	14			
31 Oct.'66	7.25	90	13	Oakland (Pittsburg & E. L.)	59,500	52,157	6,174	45,264	10,848						
31 Oct.'66	5.82	45	10	Philadelphia City (C. & W.)	118,283	100,000	17,000		39,291	18,479	20	12			
31 Oct.'66	7.00	241	45	Pittsb., Allegheny & Manch.	396,255	255,000	140,000	31,255	191,325	61,822	50	45			
31 Oct.'66	7.50	176	19	Pittsb., Allegheny & Man											

NATIONAL AND STATE SECURITIES.

Interest							Interest						
Amounts outstanding.	Rate.	Payable.	WHEN PAYABLE.	Market Price.	Amounts outstanding.	Rate.	Payable.	WHEN PAYABLE.	Market Price.				
*Indicates that no interest is paid.					*Indicates that no interest is paid.								
National Securities, Mar. 1, 1868.					Massachusetts—State Almshouse Loan								
Loan of Jan. 28, 1847 registered					—S. Almsh. and State H. Loan	100,000	5	May & Nov.	1872				
Loan of March 31, 1848 registered	9,278,192	5	Jan. & July.	1867	144	275,000	5	April & Oct.	73-74	104			
" " " " coupon					—Back Bay Land Loan	220,000	5	May & Nov.	1882				
Texas Indemnity, of Sep. 9, 1850 coupon	256,000	6	"	1868	140	150,000	6	April & Oct.	1868	103			
Loan of June 14, 1858 registered	20,000,000	6	presentation.	Due.	—Lun. Hosp. (W. Mass.)	75,000	6	June & Dec.	1868				
" " " " coupon					—Funding Loan	172,000	6	"	70-72	120			
Loan of June 22, 1860 registered	7,022,000	5	Jan. & July.	1874	116	—Lun. Hosp. and State Prison	94,000	6	Jan. & July.	1874	117		
" " " " coupon					—Lun. Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	117			
Loan of Feb. 8, 1861 registered	18,415,000	6	"	1871	119	—Union Fund Loan	600,000	5	Jan. & July.	77-78	---		
" " " " coupon					—Coast Defense Loan	888,000	5	"	1883	106			
Oregon War Bonds of March 3, 1861	1,016,000	6	"	1881	110	—Bounty Fund Loan	200,000	5	"	1883	102		
" " " " yearly					—"	4,379,500	5	May & Nov.	1894	104			
Loan of July 17, 1861 registered	204,245,000	6	July.	1881	115	—Union Fund Loan	850,000	5	"	1894	104		
" " " " coupon					—"	3,996,000	5	"	1894	104			
Loan of Feb. 25, 1862 (5-20s) registered	2,113,000	6	Jan. & July.	1881	110	—Union Fund Loan	2,150,000	6	Jan. & July.	71-72	120		
" " " " coupon					—"	2,113,000	6	Mar. & Sept.	71-86	104			
Loan of March 2, 1864 (5-20s) registered	18,319,500	6	May & Nov.	1882	104	—Western R.R. Loan (sterling)	4,319,520	5	April & Oct.	68-71	---		
" " " " coupon					—"	275,000	5	Jan. & July.	68-71	---			
Loan of March 3, 1865 (5-20s) registered	1,407,321,800	6	May & Nov.	1884	104	—Southern Vermont R.R.	200,000	5	April & Oct.	1890	---		
" " " " coupon					—"	966,500	5	"	91-93	---			
2d series (5-20s) registered					—Troy and Greenfi'd R.R.	554,186	5	"	88-90	---			
" " " " coupon					—"	(stg.)							
3d series (5-20s) registered					Michigan—Sault Canal Bonds	100,000	6	Jan. & July.	1878	93			
" " " " coupon					—Renewal Bonds	216,000	6	"	1878	---			
Loan of March 3, '25: 3d series	185,782,400	5	Mar. & Sept.	1904	100	—Two Million Loan Bonds	1,750,000	6	"	73-83	95		
Pacific R.R. Bonds (currency)	22,470,000	5	Jan. & July.	1888	105	—"	250,000	7	"	1888	99		
Treasury Notes (7-30s) June 20, '61: 2d series	202,961,100	7	June & Dec.	1868	105	—War Loan Bonds	1,111,500	7	May & Nov.	1890	---		
Matured Debt not presented.					—Bounty Loan Bonds	463,000	7	Jan. & July.	1877	---			
Gold Certificates of Deposit.					—*	100,000	7	"	1888	---			
Compound Interest Notes 1864-'65	26,699,360	6	At maturity.	3 yrs.	—Railroad Loan Bonds	2,275,000	6	"	1888	---			
United States Notes (greenbacks)	46,244,780	6	—		Mississippi—*State Bonds (Planters' Bank) (Union Bank)	2,000,000	6	—	41-71	---			
Three per cent. certificates.	353,157,747	6	—		—"	5,000,000	6	Var.					
Fractional currency	25,586,000	6	—		Missouri—State Bonds	622,000	6	Jan. & July.	62-83	87			
Navy Pension Fund	32,307,947	6	—		—Hannibal and St. Joseph R.R.	3,000,000	6	"	81-85	88			
	18,900,000	6	—		—Pacific R.R.	7,000,000	6	"	81-87	87			
		6	—		—Southwestern R.R.	4,500,000	6	"	85-87	87			
		6	—		—North Missouri R.R.	4,350,000	6	"	82-87	87			
		6	—		—Iron Mountain R.R.	3,500,000	6	"	83-89	87			
		6	—		—Cairo and Fulton R.R.	650,000	6	"	85-87	87			
		6	—		—Platte County R.R.	700,000	6	"	1887	---			
		6	—		New Hampshire—War Loan of July 1, 1861	1,194,100	6	Jan. & July.	67-78	100			
		6	—		—"	600,000	6	May & Nov.	84-89	100			
		6	—		—"	602,500	6	April & Oct.	67-74	99			
		6	—		—"	500,000	6	Jan. & July.	1869	98			
		6	—		New Jersey—War Loan of 1861 (free)	1,795,900	6	Jan. & July.	67-84	100			
		6	—		—"	1,002,900	6	"	86-96	---			
		6	—		—"	793,400	6	"	97-02	103			
		6	—		New York—General Fund Bonds	700,000	7	J. A. J. & O.	1870	103			
		6	—		—Bounty Fund Bonds	2,559,000	7	Jan. & July.	1877	108			
		6	—		—"	2,726,500	7	"	1877	108			
		6	—		—General Fund Bonds	1,186,750	6	"	pleas.	---			
		6	—		—"	500,000	6	"	1868	---			
		6	—		—"	800,000	6	"	1878	100			
		6	—		—Canal Fund Bonds	3,050,000	6	J. A. J. & O.	1871	101			
		6	—		—"	6,000,000	6	"	1873	101			
		6	—		—"	2,250,000	6	"	1874	104			
		6	—		—"	1,400,000	6	"	75-77	191			
		6	—		—General Fund Bonds	909,607	5	Jan. & July.	pleas.	---			
		6	—		—"	442,960	5	May & Nov.	1868	---			
		6	—		—"	900,000	5	Jan. & July.	1875	91			
		6	—		—"	800,000	5	"	1878	---			
		6	—		—Cana und Bonds	1,163,000	5	J. A. J. & O.	1868	---			
		6	—		—"	167,000	5	"	1871	---			
		6	—		—"	4,500,000	5	"	1874	93			
		6	—		—"	366,000	6	Various.	69-78	65			
		6	—		—"	5,334,000	6	Jan. & July.	81-90	---			
		6	—		—"	650,000	6	April & Oct.	90-91	---			
		6	—		—"	8,500,000	6	Jan. & July.	1900	57			
		6	—		Ohio—State Bonds (Union Loan)	280,366	6	Jan. & July.	1868	100			
		6	—		—"	2,183,532	6	"	1870	99			
		6	—		—"	1,600,000	6	"	1875	101			
		6	—		—"	4,095,399	6	"	1881	102			
		6	—		—"	2,400,000	6	"	1886	102			
		6	—		—Oregon—State Bonds (Relief and Bounty)	218,674	7	Jan. & July.	1875	---			
		6	—		—Pennsylvania—State Bonds	4,993,000	5	Various.	77-82	97			
		6	—		—"	5,035,052	5	"	68-70	99			
		6	—		—Inclined Plane Bonds	400,000	6	April & Oct.	1879	---			
		6	—		—State Bonds, 1st series	92,550	5	Jan. & July.	1877	---			
		6	—		—"	98,480	5	"	1882	---			
		6	—		—3d series	720,935	5	"	1892	---			
		6	—		—"	4,907,150	6	"	1877	104			
		6	—		—2d series	7,909,320	6	"	1882	106			
		6	—		—"	9,270,017	6	"	1892	109			
		6	—		—Military Loan Bonds	2,000,000	6	Feb. & Aug.	1871	102			
		6	—		—"	468,100	6	April & Oct.	1871	100			
		6	—		—"	269,000	6	Mar. & Sept.	1882	95			
		6	—		—"	77,000	6	"	1883	101			
		6	—		—"	917,000	6	Jan. & July.	1893	104			
		6	—		—South Carolina—Free Loan Bonds	795,838	5	Feb. & Aug.	1894	---			
		6	—		—"	3,275,000	6	J. A. J. & O.	1868	---			
		6	—		—"	1,210,803	6	"	1887	---			
		6	—		—Tennessee—State Bonds	1,949,430	5	April & Oct.	1868	60			
		6	—		—"	1,706,000	5	"	Var.	---			
		6	—		—"	14,006,000	6	Jan. & July.	30 yrs.	67			
		6	—		—Railroad, &c., Loan Bonds	2,207,000	6	"	Var.	---			
		6	—		—"	6,000,000	6	"	1882	64			
		6	—		—New Bonds	6,000,000	6	"	June & Dec.	71-78	100		
		6	—		—"	1,567,500	6	"	1876	44			
		6	—		—Vermont—State War Bonds	1,567,500	6	"	1876	44			
		6	—		—"	1,626,250	5	"	long.	---			
		6	—		—Virginia—State Bonds (sterling)	1,865,000	5	"	long.	51			
		6	—		—"	108,000	5	"	long.	---			
		6	—		—"	21,69,398	6	"	long.	51			
		6	—		—"	10,900,000	6	"	long.	---			
		6	—		—"	489,300</td							

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.	
Atlantic and Great Western :														
1864	160,713	164,438	166,493	194,992	200,807	265,626	295,612	356,408	401,103	357,228	363,344	323,828	8,235,492	
1865	239,445	347,211	432,340	365,045	472,498	410,800	498,882	596,584	541,481	675,446	634,243	576,365	5,828,385	
1866	475,641	433,279	385,991	412,521	464,507	493,243	464,998	568,589	533,150	599,670	474,056	382,573	5,698,119	
1867	377,852	380,190	489,555	407,018	465,102	383,596	400,560	461,879	483,177	483,917	474,184	360,641	5,167,571	
1868	394,771	396,286	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	
Chicago and Alton :														
1863	109,860	101,355	104,872	122,084	182,301	145,542	149,187	157,948	170,044	170,910	156,869	153,294	1,673,706	
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,185	354,554	320,879	307,903	252,015	2,770,484	
1865	280,508	275,288	299,063	258,480	322,278	355,270	336,985	409,231	401,280	357,966	307,919	226,824	3,440,092	
1866	226,153	222,341	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,080	271,247	3,695,153	
1867	348,787	157,832	236,961	282,165	335,510	342,358	354,244	415,982	408,999	426,762	369,102	330,169	3,892,861	
1868	259,639	296,496	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	
Chicago, Rock Island and Pacific :														
1863	140,024	130,225	122,512	126,798	144,996	170,987	139,142	180,306	210,729	216,030	196,435	201,134	1,069,267	
1864	158,735	175,452	243,150	185,013	198,679	243,178	224,980	307,874	375,800	324,652	326,617	321,087	8,096,470	
1865	305,554	246,331	259,403	196,580	234,612	321,818	244,211	306,231	389,489	307,523	270,073	201,779	8,313,514	
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	5,466,922	
1867	292,047	224,621	272,454	280,283	251,916	261,488	274,800	404,600	566,403	568,200	415,400	381,600	4,153,312	
1868	883,600	281,900	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	
Chicago and Northwestern :														
1863	273,876	317,839	390,355	421,363	466,830	566,145	450,710	519,306	660,005	729,759	716,378	563,400	6,111,566	
1864	541,005	482,164	499,296	486,358	586,623	747,942	702,681	767,508	946,707	932,682	754,871	547,812	7,976,490	
1865	523,566	398,917	523,745	537,519	858,948	926,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430	
1866	698,147	574,864	765,398	774,279	895,712	899,357	800,326	1,038,824	1,451,284	1,508,883	1,210,387	918,088	11,532,348	
1867	741,926	800,767	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	
Des Moines Valley :														
1866	40,129	29,102	37,501	39,600	40,458	39,630	41,212	43,580	65,035	80,588	73,140	50,296	580,271	
1867	49,694	36,098	56,859	59,196	61,447	63,999	63,683	69,018	71,113	81,676	80,867	81,955	735,805	
Erie :														
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,204	1,024,649	1,035,821	10,460,481	
1864	984,837	934,133	1,114,508	1,099,507	1,072,298	1,041,975	994,317	1,105,304	1,301,005	1,222,568	1,224,900	1,334,217	13,429,643	
1865	1,001,007	947,146	1,266,586	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,386,615	1,438,689	1,622,472	1,429,766	15,434,775	
1866	including Buffalo Division ...	1,185,146	987,935	1,070,917	1,155,441	1,101,632	1,245,639	1,208,243	1,296,400	1,416,101	1,476,244	1,416,001	1,041,118	14,566,413
1867	including Buffalo Division ...	906,795	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,812	1,239,024	1,444,746	1,498,716	1,421,881	1,041,646	14,139,300
1868	1,061,320	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	
Illinois Central :														
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,423	437,670	424,531	4,571,028	
1864	327,900	416,588	459,762	422,797	466,372	510,100	423,578	640,179	700,236	661,391	657,141	603,403	6,329,447	
1865	511,536	528,972	618,665	516,608	460,573	617,682	578,403	747,469	738,736	641,589	643,887	518,088	7,181,208	
1866	508,053	501,266	505,465	411,905	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741	
1867	600,438	545,201	417,582	420,366	477,607	496,616	497,879	684,377	708,259	761,490	679,160	-----	-----	
1868	519,855	488,089	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	
Marietta and Cincinnati :														
1865	96,672	87,791	96,763	76,607	76,248	107,525	104,608	115,184	125,252	116,495	116,146	106,767	1,224,058	
1866	90,411	85,447	84,351	81,181	98,388	103,373	98,043	106,021	104,866	112,504	112,952	128,802	1,201,239	
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,694	114,716	121,217	142,823	132,387	123,883	1,236,971	
1868	92,423	81,539	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	
Michigan Southern & Northern Indiana :														
1863	245,784	230,508	557,227	268,618	264,935	241,236	180,145	238,012	308,106	375,567	382,260	348,048	3,302,545	
1864	256,600	304,445	338,454	330,651	267,126	318,258	278,891	358,862	402,219	407,107	445,984	411,806	4,120,152	
1865	363,996	366,361	418,974	365,180	381,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826,727	
1866	312,646	275,234	421,716	413,970	418,024	384,684	388,558	384,401	429,177	496,855	429,546	352,218	4,656,328	
1867	305,867	211,088	379,761	391,163	358,601	304,232	312,879	428,762	487,388	539,435	423,341	370,757	4,613,744	
1868	371,041	339,736	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	
Michigan Central :														
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	8,168,065	
1864	252,435	278,548	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	406,510	375,470	3,970,946	
1865	306,324	279,137	344,228	287,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	323,870	4,520,550	
1866	282,439	265,796	337,158	343,737	365,196	335,083	342,986	358,646	429,161	493,640	414,604	308,669	4,260,115	
1867	304,095	283,661	375,219	362,783	333,952	284,977	313,021	398,993	461,778	506,293	412,934	330,373	4,371,078	
1868	348,316	304,315	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	
Milwaukee and St. Paul :														
1867	340,511	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	
1868	365,487	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	
New York Central :														
1862	749,183	631,956	710,814	770,223	736,114	610,417	749,571	752,541	892,744	1,018,375	968,228	1,002,798	9,603,244	
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,060,863	
1864	921,831	926,587	650,024	1,105,664	1,004,425	1,029,736	1,065,793	1,273,117	1,450,076	1,227,113	1,187,505	1,116,829	13,557,709	
1865	967,869	618,381	956,659	1,346,734	1,265,521	1,182,701	1,162,024	1,495,752	1,524,484	1,526,839	1,486,356	1,117,863	14,675,128	
1866	1,086,380	895,887	1,135,745	1,190,491	1,170,415	1,084,583	1,135,461	1,281,579	1,480,929	1,530,518	1,211,108	935,867	14,148,215	
1867	901,671	845,885	1,076,731	1,086,751	938,603	938,974	938,637	938,104	937,187	936,065	927,062	844,040	8,440,542	
Philadelphia and Reading :														

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.			Description.	Amount.	Interest.		
		When payable.	Where payable.	Due.			When payable.	Where payable.	Due.
Alabama and Florida:					Chicago and Milwaukee:	1,726,000	7	Jan. & July.	New York.
Mortgage	\$300,000	7		1867	1st General Mort.	1,726,000	7	Jan. & July.	New York.
Convert. (guar. by Dir.)	150,000	7		1868	Chicago and Great Eastern:	5,000,000	7	Apr. & Oct.	New York.
Alabama and Tenn. Rivers:					1st Mortgage	5,000,000	7	May & Nov.	var.
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1st Mortgage	1,397,000	7	Jan. & July.	New York.
2d Mortgage	225,705	8		1864	Income bonds	47,000	8	May & Nov.	var.
Albany and Susquehanna:					1st Mort. (C., R. I. & Pa.)	6,699,000	7	Jan. & July.	1896
Mortgage	2,114,000	7	April & Oct.	Albany.	Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.
Allegheny Valley:				Pittsburg.	General 1st Mortgage	3,600,000	7	" "	1885
1st Mortgage	398,000	7	April & Oct.	London.	Funded Coupon Bonds	756,000	7	May & Nov.	1883
Atlantic and Gt. Western:				Baltimore.	Consolidated Sinking Fund	3,040,000	7	F. M. A. & N.	1916
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	Equipment Bonds	165,000	7	Apr. & Oct.	1874
2d Mortgage	774,700	7	April & Oct.	London.	Equipment Bonds	2,200,000	10	May & Nov.	'68-'71
1st Mortgage, Penn.	2,324,900	7	" "	London.	Appleton Extension Bonds	184,000	7	Feb. & Aug.	1885
2d Mortgage	918,500	7	Jan. & July.	New York.	Green Bay Extension Bonds	300,000	7	" "	1885
1st Mortgage, Franklin Branch	349,000	7	June & Dec.	New York.	Flagg Trust Bonds	200,000	8	Jan. & July.	75
1st Mortgage, Ohio Division	2,764,400	7	April & Oct.	New York.	Cincinnati, Hamilton and Dayton:	1,250,000	7	May & Nov.	1880
2d Mortgage	2,880,000	7	Jan. & July.	New York.	2d Mortgage	500,000	8	" "	1877
1st Mortgage, Buffalo Extension	1,492,000	7	Feb. & Aug.	New York.	3d Mortgage	1,300,000	7	May & Nov.	1893
1st Mortgage, Silver Creek	200,000	7	March & Sept. Quarterly.	New York.	1st Mortgage	550,000	7	Feb. & Aug.	1873
Consolidated Bonds	16,833,500	7		London.	1st Mortgage	587,000	7	March & Sept.	1876
Atlanta and St. Lawrence:				Baltimore.	Hubbard Branch	105,600	7		
Dollar Bonds (Coupon)	988,000	6	April & Oct.	London.	Cleveland and Mahoning:	520,000	7		
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	Baltimore.	1st Mortgage	1,200,000	7		
City of Portland Loan (Coup.)	1,000,000	6	Various	London.	3d Mortgage	587,000	7		
Baltimore and Ohio:				London.	Cleveland and Pittsburg:	1,000,000	7		
Maryland Sterling B'ds of 1835	3,000,000	5	Ja. Ap. Ju.Oc.	Baltimore.	2d Mort. (M. L.) or 1st Extension	1,130,000	7	March & Sept.	New York.
Mortgage Coupon	" 1865	1,744,500	6 April & Oct.	London.	3d Mort. (M. L.) or 2d Extension	1,603,000	7	May & Nov.	1875
" "	002,000	6	Jan. & July.	Baltimore.	4th Mort. (M. L.) or 3d Extension	1,106,489	6	Jan. & July.	1892
" "	824,250	6	Jan. & July.	London.	ConsoL S. F. mort. (\$5,000,000)	135,000	7	May & Nov.	1900
" "	821,261	6	Ja. Ap. Ju.Oc.	Baltimore.	1st Mortgage, Coupon	450,000	7	Jan. & July.	New York.
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	Baltimore.	Junction 1st Mortgage 1st Div.	27,000	7	April & Oct.	New York.
Bay de Noquet and Marquette:				Baltimore.	Junction 1st Mortgage 2d Div.	126,000	7	June & Dec.	1872
Income	100,000	8	April & Oct.	Boston.	C. & T. Mortgage Bonds	692,000	7	April & Oct.	1886
Bellefontaine and Indiana:				Boston.	C. and T. (S. F.) Mortgage	2,021,000	7	Jan. & July.	1885
1st Mortgage extended	1,225,000	7	Jan. & July.	Boston.	Columbus and Indiana Central:				
2d Mortgage	453,000	7	" "	Boston.	1st Mortgage	3,200,000	7	Jan. & July.	New York.
Income bonds	87,000			Boston.	2d Mortgage	1,000,000	7	May & Nov.	-----
Belvidere Delaware:				Boston.	Columbus and Xenia:	248,000	6	March & Sep.	Columbus.
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	Boston.	Connecticut River:	50,000	6	March & Sep.	Boston.
2d Mortgage (do.)	500,000	6	March & Sept.	Boston.	Connecticut and Passump. Rivers:	512,800	6	June & Dec.	Boston.
3d Mortgage (do.)	745,000	6	Feb. & Aug.	Boston.	1st Mortgage	161,000	8	April & Oct.	Philadelphia.
Boston Concord and Montreal:				Boston.	2d Mortgage	109,500	8	" "	1904
1st Mortgage	64,000	6	Feb. & Aug.	Boston.	1st Mortgage	233,000	7	Jan. & July.	New York.
1st Mortgage	300,000	7	" "	Boston.	2d Mortgage	2,589,000	7	" "	1881
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	Toledo depot bonds	642,000	7		
2d Mortgage Coupons	250,000	7	" "	Boston.	1st Mortgage	169,500	7		
Sinking Fund	336,000	6	" "	Boston.	Dayton and Western:	289,000	7	March & Sept.	New York.
Boston and Lowell:				Boston.	2d Mortgage	250,000	7	June & Dec.	1882
Mortgage	440,000	6	Jan. & July.	Boston.	1st Mort. guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.
Ruffalo, Bradford and Pittsburg:				Boston.	Guaranteed	100,000	6	" "	1875
1st Mortgage	200,000	6	April & Oct.	Boston.	State Loan	170,000	6	" "	1876
Buffalo, New York and Erie:				Boston.	Delaware, Lackawanna and W'n:	572,000	7	Jan. & July.	New York.
1st Mortgage coupon	2,000,000	7	June & Dec.	Boston.	1st Mortgage (Lack. & Western)	1,222,500	7	April & Oct.	1871
2d Mortgage coupon	380,000	7	May & Nov.	Boston.	2d Mortgage	1,668,000	7	March & Sept.	1876
Buffalo and State Line:				Boston.	Des Moines Valley:				
1st Mortgage	500,000	7	April & Oct.	Boston.	1st Mortgage coupon	2,310,000	8	April & Oct.	Philadelphia.
Income (\$ in '59, \$ in '72)	200,000	7	Jan. & July.	Boston.	Income	462,000	7	Jan. & July.	1904
Special Erie and North-East	149,000	7	" "	Boston.	Detroit and Milwaukee:				
Burlington and Missouri:				Boston.	1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.
New Land Mortgage	1,429,000	7	April & Oct.	Boston.	2d Mortgage	1,000,000	8	" "	1886
Convertible bonds	600,000	7	Jan. & July.	Boston.	3d Mortgage (convertible)	750,000	10	" "	1863
Old Road bonds	121,160	7		Boston.	4th Mortgage (G. W. R. R.)	500,000	8		
Camden and Amboy:				Boston.	Dubuque and Sioux City:				
English debt (S. F.) £380,550	1,841,862	6	Semi-annual.	London.	1st Mort. (S. F.) coupon 1st Div.	300,000	7	May & Nov.	New York.
American Loan	3,335	6	"	London.	Construction bonds, 2d Div'n	66,000			
Loan for \$500,000	210,600	6	"	London.	1st Mortgage	572,000	7	Jan. & July.	New York.
" " \$500,000	338,040	6	"	London.	2d Mortgage	1,222,500	7	" "	1876
" " \$675,000	675,000	6	"	London.	3d Mortgage	1,668,000	7	" "	1881
" " \$1,700,000	1,700,000	6	Feb. & Aug.	London.	4th Mortgage (G. W. R. R.)	500,000	8		
" " \$2,500,000	867,000	6	May & Nov.	London.	Dayton and Western:				
Consolid. Mort. Loan \$5,000,000	4,437,300	6	June & Dec.	London.	1st Mortgage	289,000	7	March & Sept.	New York.
Camden and Atlantic:				London.	2d Mortgage	250,000	7	June & Dec.	1882
1st Mortgage Coupon	541,775	7	Feb. & Aug.	Cooper's Point.	1st Mort. (S. F.) coupon 1st Div.	300,000	7	Jan. & July.	Philadelphia.
2d Mortgage	498,000	6	April & Oct.	Cooper's Point.	Construction bonds, 2d Div'n	66,000			
Ontario:				Cooper's Point.	1st Mortgage	572,000	7	Jan. & July.	Philadelphia.
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	2d Mortgage	1,222,500	7	" "	1875
Central of New Jersey:				Philadelphia.	3d Mortgage	1,668,000	7	" "	1876
1st Mortgage	900,000	7	Feb. & Aug.	New York.	4th Mortgage (G. W. R. R.)	500,000	8		
2d Mortgage	600,000	7	May & Nov.	New York.	Dayton and Sioux City:				
Central Ohio:				New York.	1st Mort. (S. F.) coupon 1st Div.	300,000	7	May & Nov.	New York.
1st Mortgage W Div.	450,000	7	May & Nov.	Zanesville.	Construction bonds, 2d Div'n	66,000			
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	Zanesville.	1st Mortgage	572,000	7	Jan. & July.	New York.
2d Mortgage	800,000	7	March & Sept.	Baltimore.	2d Mortgage	1,222,500	7	" "	1886
3d Mortgage (B. F.)	950,000	7	" "	Baltimore.	3d Mortgage	1,668,000	7	" "	1863
4th Mortgage (S. F.)	1,205,800	7	" "	Baltimore.	4th Mortgage (G. W. R. R.)	500,000	8		
Income	1,192,200	7	Jan. & July.	Baltimore.	Dayton and Western:				
Central Pacific of California:				Baltimore.	1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.
1st Mortgage	1,938,000	6	Jan. & July.	New York.	2d Mortgage	1,000,000	8	" "	1886
Convertible bonds	1,500,000	7	" "	New York.	3d Mortgage (convertible)	750,000	10	" "	1863
Cheshire:				New York.	4th Mortgage (G. W. R. R.)	500,000	8		
Bonds of '75, '77, '80	675,200	6	Jan. & July.	Boston.	Emery and Williamsport:				
Chicago, Burlington & Quincy:				Boston.	1st Mortgage	1,399,000	6		
Trust Mort. S. F., convertible	194,000	8	Jan. & July.	New York.	Five per cent bonds	570,000	5	Apr. & Oct.	Philadelphia.
" " " inconvertible	8,123,000	8	" "	New York.	Erie and North-East:				
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	New York.	Exchanged for Buff. and St. L.				
Ad Mortgage, inconvertible	941,000	4	July.	Frankfort o.M.	Evansville and Crawfordsville:				
Chicago and Aurora 1st Mort.	98,000	7	Jan. & July.	New York.	1st Mort. (S. F.) coupon 1st Div.	149,000	7	Jan. & July.	New York.
Central Military Tract, 2d Mort.	14,000	8	May & Nov.	Frankfort o.M.	Mortgage Bonds	1,000,000	7	May & Nov.	1889
C. B. & Q. Scrip	413,260	—	Jan. & July.	Frankfort o.M.	Mortgage Bonds	1,000,000	7	Feb. & Aug.	1881
Chicago and Alton:				Florida:	Mortgage Bonds	150,000	7	" "	824
1st Mortgage	2,400,000	7	Jan. & July.	New York.	Internal Improvement (State)	1,055,000	7		
1st Mortgage prof. S. F.	444,000	7	May & Nov.	New York.	Free Land, 2d Mortgage	1,500,000	8		
Income Prof. S. F.	1,700,000	7	April & Oct.	New York.					

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Description.	Amount	Interest.	Interest.			Description.	Amount	Interest.	Interest.			
			When payable.	Where payable.	Due.				When payable.	Where payable.	Due.	
Florida, Atlantic and Gulf Centr.: Internal Improvement (State) - Free Land, 2d Mortgage	\$300,000	7			1891	---	Memphis and Charleston State [Tenn.] Loan	\$1,595,530	6	Jan. & July.	New York.	1892
Galena and Chicago Union: 1st Mortgage Coupon	200,000	8			1891	---	1st Mortgage	1,264,000	7	May & Nov.	"	1880
Elgin and State Line	1,173,000	7	Feb. & Aug.	New York.	1892	100	2d Mortgage	237,000	7	Jan. & July.	"	1885
Mississippi River Bridge	189,000	7	Jan. & July.	"	1875	97	Michigan Central: 1st Mortgage sterling	467,489	6	Jan. & July.	London.	1872
Great Western, Ill.: 1st Mortgage Western Division	1,919,000	7	Feb. & Aug.	New York.	1892	100	1st Mortgage Stg (convertible)	500,000	8	March & Sept.	"	1869
" Eastern	45,000	7	Feb. & Aug.	"	1888	85	1st Mortgage (convert.) Dollar	1,777,000	8	"	N.Y. & Boston	1869
1st Mortgage whole line	2,500,000	7	Feb. & Aug.	"	1888	85	1st Mortgage (convert.) Dollar	293,000	8	April & Oct.	"	1882
2d Mortgage "	2,500,000	7	Feb. & Aug.	"	1893	73	1st Mortgage (S. F.) convertible	4,231,500	8	"	"	1882
Hannibal and St. Joseph: Missouri State Loan (1st lien)	1,173,000	6	Jan. & July.	New York.	1878-79	89	Mich. Southern and N'n Indiana: Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861
Land Security	3,344,500	7	April & Oct.	"	1881	96	Goshen Air Line	651,000	7	Feb. & Aug.	"	1868
Convertible Bonds	822,000	7	Jan. & July.	"	1883	88	Detroit and Toledo	924,000	7	"	"	1876
Harrisburg and Lancaster: New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	90	1st General Mortgage (S. F.)	4,863,000	7	May & Nov.	"	1885
Hartford and New Haven: 1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99	2d General Mortgage	2,698,000	7	"	"	1877
Houataonic: 1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	---	Milwaukee and St. Paul: 1st Mortgage	4,593,000	7	Feb. & Aug.	New York.	1863
Houston and Texas Central: State (1st Lien) Loan	210,000	7	---	---	1886	---	2d Mortgage	1,500,500	7	April & Oct.	"	1884
Mortgage	125,000	7	---	---	1886	---	Real Estate Purchase	135,500	---	---	---	1874
Hudson River: 1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	1869-70	101	Milwaukee and Prairie du Chien: 1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	"	1885	105	Minnesota and Pacific: Real Estate	1,206,000	7	Jan. & July.	1892	61
2d Mortgage	1,840,000	7	May & Nov.	"	1875	99	Mississippi Central: 1st Mortgage	1,248,000	7	May & Nov.	New York.	---
Convertible	1,002,000	7	"	"	1887	100	2d Mortgage	1,517,600	7	Feb. & Aug.	"	---
Illinois Central: Optional Right Bonds	28,000	7	Jan. & July.	New York.	1868	---	Mississippi Central and Tenn.: State (Tenn.) Loan	529,000	6	---	---	---
Construction	6,668,500	7	April & Oct.	London.	1875	---	Mississippi and Missouri: 1st Mortgage (convertible)	1,000,000	7	---	New York.	---
Construction	2,523,000	6	"	New York.	1875	116	2d Mortgage (S. F.)	400,000	8	---	"	---
Redemption bonds	2,563,000	6	"	"	1890	---	1st Land Grant	3,612,000	7	---	---	---
Sterling Redemption bonds	358,500	7	"	London.	1875	---	Mobile and Ohio: Tennessee State Bonds	1,099,160	6	Jan. & July.	New York.	1882
Illinois and Southern Iowa: 1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	74	Sterling (1st mort.) Bonds	4,187,000	6	"	London.	---
Indiana Central: 2d Mortgage	264,000	10	Jan. & July.	New York.	1870	100	Income Bonds of 1861	146,200	8	"	Mobile.	---
Indianapolis and Cincinnati: 1st Mortgage	500,000	7	Jan. & July.	New York.	1888	91	" 1862-67	625,700	8	"	N. Y. & Mob.	1861
Ind., Pittsburg and Cleveland: 1st Mortgage	650,000	7	Jan. & July.	New York.	1870	---	" ten years	75,342	8	"	Mobile.	62-65
2d Mortgage	317,000	7	"	"	---	Montgomery and West Point: Mortgage (due 1868 and '69)	30,500	6	---	---	63-65	
Indianapolis and Madison: Mortgage	640,000	7	May & Nov.	New York.	1881	85	Mortgage	61,500	8	---	---	66
Jeffersonville: 1st Mortgage	187,000	7	March & Sept.	New York.	1861	85	Bonds	100,000	6	Jan. & July.	---	1870
2d Mortgage	392,000	7	April & Oct.	"	1873	66	Bonds	299,200	6	"	---	1876
Joliet and Chicago: 1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	101	Bonds	639,500	6	"	---	1881
Joliet and N. Indiana: 1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	---	Morris and Essex: 1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915
Kennebunk and Portland: 1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870	---	2d Mortgage	1,500,000	7	Feb. & Aug.	"	87
2d Mortgage	230,000	6	"	Augusta.	1881	---	Muscogee: 1st Mortgage	240,000	7	---	---	---
*Kentucky Centr. (Cov. and Lex.): 1st Mortgage	188,000	6	---	---	---	Nashville and Chattanooga: Mortgage (State endorsed)	1,500,000	---	---	---	---	
1st Mortgage	260,000	7	---	---	---	Naugatuck: 1st Mortgage conv.	224,000	7	Jan. & July.	Bridgeport.	1876	
2d Mortgage (convertible)	1,006,000	7	---	---	---	*New Albany and Salem: 1st Mortgage	2,225,000	6	---	---	---	
Lehigh Valley: 1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	96	N. H., N. Lond. and Stonington: 2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868
La Crosse and Milwaukee: 1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	---	Extension	116,000	6	May & Nov.	"	1878
Lackawanna and Bloomsburg: 1st Mortgage	2,024,575	7	Jan. & July.	Philadelphia.	1881	---	New Haven and Northampton: 1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869
Lexington and Frankfort: Mortgage, due 1869 and '74	65,000	6	Jan. & July.	Lexington.	1869-74	---	1st Mortgage (H. & Hamp.)	103,000	6	---	---	---
Little Miami: Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100	New Jersey: Company's (various)	855,000	6	Semi-ann'ly.	New York.	var.
Long Island: State Loan (S. F.)	100,000	5	Jan. & July.	New York.	1876	92	New London Northern: 1st Mortgage	60,000	7	Jan. & July.	New London.	1871
1st Mortgage	500,000	6	"	"	1870	---	Extension Bonds	72,800	6	March & Sept.	"	1885
Ext. bonds (Hunter's Point)	175,000	7	Feb. & Aug.	"	1890	---	1st Mortgage Coupon	2,741,000	8	Jan. & July.	New York.	1886
Ext. bonds (Glen Cove Br.)	150,000	6	May & Nov.	"	1893	---	2d Mortgage Bonds	241,000	---	---	---	---
Long Dock Co.: Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	97	N. Orleans, Opelousas, and Gt. West: Louisiana State Loan	650,000	6	---	---	---
Louisville and Frankfort: Louisville Loan	100,000	6	Jan. & July.	New York.	1881	---	New Orleans City Subscription	1,500,000	5	---	---	---
1st Mortgage	120,000	6	"	"	'68-'78	---	1st Mort. Construction	1,730,600	8	---	---	1889
Louisville and Nashville: 1st Mortgage Main Stem	1,594,000	7	Feb. & Aug.	New York.	1868-77	---	New York Central: Premium (S. F.) Bonds	6,189,954	6	May & Nov.	New York.	1883
Lebanon Branch 1st Mortgage	600,000	7	---	---	---	Funding (S. F.) Bonds	1,514,000	7	Feb. & Aug.	"	1876	
Memphis Branch 1st Mortgage	267,000	7	---	---	---	Exchanged Stks (S. F.) Bds.	504,000	6	May & Nov.	"	1883	
Bardstown and Louisville: City of Louisville bonds	30,000	7	---	---	---	" " J. B. & N. F.	77,000	6	"	"	1883	
Louisville, Clin. and Lexington: 1st Mort. (\$3,000,000)	1,074,000	7	---	---	---	Real Estate (S. F.) Bonds	166,000	6	"	"	1883	
Maine Central: Loan \$1,100,000	1,500,000	7	Jan. & July	New York.	1897	Real Estate Bonds & Mortgages	131,815	7	var.	"	1883	
Loan \$400,000	1,092,000	6	---	---	---	Bonds of Aug. 1869, Convertible	45,550	6	"	"	1883	
McMinnville and Manchester: State [Tenn.]	314,100	6	---	---	---	Bonds of Oct. 1868, (S. F.)	45,000	7	Feb. & Aug.	"	1876	
Mortgage	372,000	6	---	---	---	Bonds of Oct. 1868, (S. F.)	2,900,000	6	June & Dec.	"	1887	
Marquette and Cincinnati: 1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	Baltimore.	1891	---	1st Mortgage	3,000,000	7	May & Nov.	New York.	1867
1st Mortgage Sterling	1,000,000	7	"	"	1891	---	2d Mortgage	4,000,000	7	March & Sept.	"	1879
2d Mortgage	300,000	7	May & Nov.	"	1891	---	3d Mortgage	6,000,000	7	"	"	1883
Scioto & Hocking Val. R. mort. Memphis, Clarkeev, and Louisv. State [Tenn.] Loan	910,000	6	---	---	4th Mortgage	4,441,000	7	April & Oct.	"	1880		
Memphis and Ohio	340,000	6	---	---	5th Mortgage	928,500	7	June & Dec.	"	1888		
State [Tenn.] Loan	340,000	6	---	---	Buffalo Branch	186,400	7	Jan. & July.	"	1891		
Marquette and Cincinnati: Sterling Bonds	3,375,520	---	---	---	Sterling Bonds	3,375,520	---	---	London.	1876		
New York and Harlem: 1st Mortgage	2,000,000	7	---	---	New York and Harlem:	2,000,000	7	May & Nov.	New York.	1878		
Consolidated	1,000,000	7	---	---	1st Mortgage	2,000,000	7	---	"	1881		
3d Mortgage	980,300	7	Jan. & July.	---	Consolidated	1,000,000	7	Feb. & Aug.	"	1888		
New York and New Haven: Mortgage Bonds Coupon	1,688,500	6	April & Oct.	New York.	1875	3d Mortgage	980,300	7	Jan. & July.	"	1887	
N. Y. Providence and Boston: 1st Mortgage	500,000	6	Feb. Aug.	New York.	1891	New York and New Haven: Mortgage Bonds Coupon	1,688,500	6	April & Oct.	New York.	1875	

AMERICAN RAILROAD BOND LIST.

signifies that the road is in the hands of receivers. (*) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description	Amount	Interest	Interest.			Price	Description	Amount	Interest	Interest.		
			When payable.	Where payable.	Due.					When payable.	Where payable.	Due.
North Carolina:												
Mortgage Loan	\$380,000	8 Mar. & Sept.	-----	-----	1867	---	Richmond and Danville:	200,000	7 April & Oct.	Richmond,	'75-'76	
North-Eastern (S. C.):							Guaranteed by State	423,000	7 Feb. & Aug.	"	1875	
1st Mortgage	700,000	7 March & Sep.	Charleston.	1869	---	---	Mortgage (Coupon)	504,000	7 "	"	65	
2d Mortgage	145,000	7 "	"	1868	---	---	Mortgage (Registered)				1873	
Pref. Stock (sec'd 2d mort. b'ds)	155,000	8 May & Nov.	"	1873	---	---	Richmond and Petersburg:	180,500	7 June & Dec.	Petersburg.	1875	
Northern Central:							Mortgage bonds	175,000	8 March & Sept.	Petersburg.	1870	
Md. State Loan (Irredeemable)	1,500,000	6 Ja. Ap. Ju. Oc.	Baltimore.	1870	95	---	Mortgage Bonds					
York and Cumberland 1st Mort.	175,000	5 May & Nov.	"	1870	95	---	Rome, Watertown and Ogdensburg:	530,000	7 June & Dec.	New York.	1891	
York and Cumberland 2d Mort.	25,000	6 Jan. & July.	"	1871	95	---	1st Mortgage (S. F.)					
Y. and C. guar. by Balt. 3d Mort.	500,000	6 "	"	1877	94	---	Butland and Burlington:	1,800,000	7 Feb. & Aug.	Boston.	1863	
Northern Central, 2d Mort.	2,500,000	6 Jan. & July.	"	1885	86	---	1st Mortgage	937,500	7 "	"	140	
North. Cen., 3d Mort. (\$2,500,000)	1,064,500	6 April & Oct.	"	1900	85	---	2d Mortgage	440,000	7 "	"	55	
North Pennsylvania:							3d Mortgage				3	
Mortgage	2,500,000	6 April & Oct.	Philadelphia.	1875	88	---	Sacramento Valley:	400,000	10 Jan. & July.	New York.	1875	
Chattel Mortgage	360,000	10 "	"	1897	115	---	1st Mortgage	329,000	10 Feb. & Aug.	San Francisco.	1881	
Northern (N. H.):							Sandusky, Dayton and Cincinnati:	981,000	7 Feb. & Aug.		77	
Bonds due 1864 and 1874	145,400	6 April & Oct.	Boston.	1874	94	---	1st Mortgage	148,000	7 "			
Norwich and Worcester:							3d Mortgage	73,972	6			
Mass. State Loan	195,000	6 Jan. & July.	Boston.	1877	---	---	Six per cents					
Bonds for Dividend Scrip	50,000	7 "	"	New York.	'64-'74	---	Sandusky, Mansfield and N'wark:	1,290,000	7 Jan. & July.	New York.	1866	
Steamboat Bonds	96,000	7 Feb. & Aug.	"	"	'63-'70	---	1st Mortgage	210,000	7			
Ohio and Mississippi:							1st Mortgage	71,000	7			
1st Mortgage - Eastern Division	2,050,000	7 Jan. & July.	New York.	1872	92	---	3d Mortgage	128,893	7			
1st Mortgage - Western	850,000	7 "	"	1872	92	---	Registered Convertible					
2d Mortgage - Western	750,000	7 "	"	1874	92	---	South Carolina:	187,000	6			
Orange and Alexandria:							State Loan	284,500	6			
1st Mortgage	400,000	6 May & Nov.	New York.	1868	---	Domestic Bonds	643,500	6 Jan. & July.	"	1868		
2d Mortgage or 1st Extension	1,110,500	6 Jan. & July.	"	1875	92	Domestic Bonds	2,012,994	5 Jan. & July.	London.	1886		
2d Extension	670,500	8 May & Nov.	"	1873	70	Sterl. Skg'd b'ds after Jan. 1'70	2,173,167	5 Jan. & July.	Charleston.	1886		
Ogdensburg & Lake Champlain:						Do. do. do.						
1st Mortgage	1,257,100	7 April & Oct.	Boston.	1869	100	Southern Mississippi:	500,000	---				
Oswego and Syracuse:						1st Mortgage						
1st Mortgage	386,000	6 Jan. & July.	Oswego.	70-'80	---	South-Western (Ga.):	487,000	---	Macon.	'75-'85		
Pacific (Mo.):						1st Mortgage						
Construction Main Line	1,500,000	7 Jan. & July.	New York.	'68-'70	90	Steubenville and Ind. (F. C. and O.):	1,500,000	7 Jan. & July.	Philadelphia.	1870		
Panama:						1st Mortgage	1,000,000	7 April & Oct.	Philadelphia.	1877		
1st Mortgage Sterling	416,000	7 April & Oct.	London.	1870	---	Sunbury and Erie:						
1st Mortgage Sterling	346,000	7 April & Oct.	"	1875	---	1st Mort. (Sunbury to W'msp't)						
2d Mortgage Sterling	1,160,000	7 Feb. & Aug.	"	1872	---	Syracuse, Binghamton and N. Y.:						
Peninsula:						1st Mortgage Coupon						
1st Mortgage	1,075,000	7 March & Sept.	New York.	1898	86	1st Mortgage (series A):	1,100,000	7 Jan. & July.	New York.	1894		
Pennsylvania:						1st Mortgage (series B):	1,100,000	7 April & Oct.	"	94		
1st Mortgage	4,980,000	6 Jan. & July.	Philadelphia.	1890	101 ¹	2d " pref. (series C):	1,400,000	7 Feb. & Aug.	"	86		
2d Mortgage	2,621,000	6 April & Oct.	"	1875	98 ²	3d " " (series D):	1,400,000	7 May & Nov.	"	94		
2d Mortgage Sterling	2,283,840	6 "	London.	1875	98 ²	" Income (series E):	1,700,000	7 "	"	81		
State Works Bonds	6,700,000	5 Jan. & July.	Harrisburg.	1894	102	St. L., Jacksonville, and Chicago:						
Penobscot and Kennebec:						1st Mortgage	1,372,000	7 April & Oct.	New York.	1894		
Bangor City 1st Mortg. (Coupon)	651,000	6 April & Oct.	Boston.	'74-'75	---	St. Paul and Pacific 1st Division:						
2d Mortgage (Coupon)	300,000	6 Feb. & Aug.	Bangor.	1876	---	1st Mortgage (10 miles)	120,000	8 March & Sept.				
Peterav'y and Lynch'b'g (S. Side):						1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7 Jan. & July.				
1st Mortgage ('70-'75)	300,000	6 Jan. & July.	Petersburg.	'70-'76	---	1st Land Grant Mortgage	1,200,000	7 June & Dec.				
3d Mortgage (1862-'70-'72)	314,900	6 "	"	'62-'72	---	Toledo, Peoria & Warsaw:	1,800,000	7 June & Dec.	New York.	1894		
Special Mortgage (1865-'68)	175,000	6 "	"	"	---	1st Mortgage	900,000	7 Feb. & Aug.	New York.	1890		
Last Mortgage (1863 to 1869)	42,000	8 "	"	"	1st M. (Toledo and Illinois):	2,500,000	7 "	"	91			
Phila., Germanv'n and Norrisv'n:						2d M. (I. L. E., Wab. and St. Louis):	1,000,000	7 May & Nov.	"	30		
Convertible Loan	292,500	6 Jan. & July.	Philadelphia.	1885	---	2d M. (Toledo and Wabash):	1,500,000	7 "	"			
Philadelphia and Erie:						Sinking Fund B'ds (T. W. & W.):	1,930,000	7 April & Oct.	"			
1st Mortgage (Sunb. and Erie):	1,000,000	7 April & Oct.	Philadelphia.	1877	102 ³	Equipment bonds (T. & W.):	600,000	7 May & Nov.	New York.	1883		
1st Mortgage (general)	5,000,000	6 "	"	1881	95	Vermont Central:						
2d Mortgage	3,000,000	7 "	"	1885	79	1st Mortgage Coupon						
3d Mortgage	4,000,000	6 "	"	1901	96	1st Mortgage	2,000,000	7 May & Nov.	Boston.	1861		
Philadelphia and Reading:						2d Mortgage Coupon	1,500,000	7 Jan. & July.	"	70		
Bonds of 1866 (nonconvertible)	182,400	5 Jan. & July.	Philadelphia.	1880	---	Vermont and Massachusetts:						
1849, "	2,356,000	6 April & Oct.	"	1870	100 ⁴	Mortgage Bonds	924,905	6 Jan. & July.	Boston.	1882		
1861, "	106,000	6 Jan. & July.	"	1871	96							
1843, "	1,525,800	6 Jan. & July.	"	1880	98 ⁵	Virginia Central:	494,000	6 Jan. & July.	New York.	1872		
1844, "	804,000	6 "	"	1880	91	Mort., guaranteed by State of Va.	100,000	6 Jan. & July.	Richmond.	1880		
1848, "	101,000	6 "	"	1880	92	Mort. (coupons)	206,500	6 "	Rich'dm'd &	1872		
1849, "	67,000	6 "	"	1880	96 ⁶	State Loan 1859-'60	983,800	6 "	New York.	1884		
1857, (convertible)	171,500	6 "	"	1886	96	Coupon bonds of 1863	210,000	6 "	"			
1858, "	238,000	7 "	"	"	Funding Interest bonds	156,089	8 "	"				
Phila., Wilmington and Baltimore:						Dividend bonds	121,227	6 "	"			
Mortgage Loan	411,000	6 Jan. & July.	Philadelphia.	1884	97	Virginia and Tennessee:						
Pittsburg and Connellsville:						1st Mortgage	494,000	6 Jan. & July.	New York.	1872		
1st Mortgage (Turtle Cr. Div.):	400,000	6 Feb. & Aug.	New York.	1889	74 ⁷	2d Mortgage	23,500	6 "	"			
Pittsbv', Ft. Wayne and Chicago:						3d or Income Mortgage	314,500	6 "	"			
1st Mortgage (series A):	875,000	7 Jan. & July.	New York.	1912	105	Enlarged Mortgage	998,800	6 "	"			
1st " (series B):	875,000	7 Feb. & Aug.	"	1912	105	Warren (N. J.):						
1st " (series C):	875,000	7 Mar. & Sept.	"	1912	105	1st Mortgage	600,000	7 Feb. & Aug.	New York.	1876		
1st " (series D):	875,000	7 April & Oct.	"	1912	105	Warwick Valley, N. Y.:	85,000	7 April & Oct.	New York.	1880		
1st " (series E):	875,000	7 May & Nov.	"	1912	105	1st Mortgage	709,500	7 March & Sept.	New York.	1880		
1st " (series F):	875,000	7 June & Dec.	"	1912	105	Watertown and Rome:						
2d Mortgage (series G):	860,000	7 Jan. & July.	"	1912	99 ⁸	Mortgage (new bonds)						
1st " (series H):	860,000	7 Feb. & Aug.	"	1912	99 ⁸	Western (Mass.):	4,319,520	5 April & Oct.	London.	'68-'71		
1st " (series I):	860,000	7 Mar. & Sept.	"	1912	99 ⁸	Sterling (\$289,900):	936,500	6 "	Boston.	1876		
1st " (series K):	860,000	7 April & Oct.	"	1912	99 ⁸	Dollar Bonds						
1st " (series L):	860,000	7 May & Nov.	"	1912	99 ⁸	West Jersey:	238,000	6 March & Sep.	Camden.	1883		
1st " (series M):	860,000	7 June & Dec.	"	1912	99 ⁸	1st Mortgage	772,000	7 "	Philadelphia.	1896		
3d Mortgage	2,000,000	7 April.	"	1912	93	2d Mortgage						
Bridge Bonds	153,000	7 May & Nov.	Philadelphia.	1876	---	1st Mortgage	596,000	6 Jan. & July.	Baltimore.	1890		
Pittsburg and Steubenville:						1st Mortgage guaranteed	200,000	6 "	"	75		
1st Mortgage	1,000,000	7 Feb. & Aug.	New York.	1881	75	Western Pacific:						
Potadam and Watertown:						1st Mortgage	6	June & Dec.	N. Y. & Lond.	1895		
1st Mortgage guaranteed	521,500	7 June & Dec.	New York.	'64-'76	---	Wilmington and Manchester:						
Quincy and Toledo:						1st Mortgage	506,000	7 June & Dec.	New York.	1866		
1st Mortgage	530,000	7 May & Nov.	New York.	1890	72	2d Mortgage	200,000	7 May & Nov.	"	1873		
Raleigh and Gaston:						Income Bonds	169,000	7 March & Sept.	"	1864		
Coupon	100,000	-----	-----	1882	---	Wilmington and Weldon:						
Karitan and Delaware Bay:						1st Mortgage	576,887	6	London.	1881		
1st Mortgage	1,000,000	7 Mar. & Sept.	New York.	1888	---	2d Mortgage	192,772	7	"	98		
2d Mortgage	250,000	7 "	"	1888	---	Income Bonds						
Equipment Bonds	208,000	7 "	"	1876	---	1st Mortgage						
Iehmon, Fred. and Potomac:						2d Mortgage						
1,000,000	7	"	"	"		Income Bonds						
2,000,000	7	"	"	"		1st Mortgage						
2,000,000	7	"	"	"		2d Mortgage						
2,000,000	7	"	"	"		Income Bonds						
2,000,000	7	"	"	"		1st Mortgage						
2,000,000	7	"	"	"		2d Mortgage						
2,000,000	7	"	"	"		Income Bonds						
2,000,000	7	"	"	"		1st Mortgage						
2,000,000	7	"	"	"		2d Mortgage						
2,000,000	7	"	"	"		Income Bonds						
2,000,000	7	"	"	"		1st Mortgage						
2,000,000	7	"	"	"		2d Mortgage						
2,000,000	7	"	"	"		Income Bonds						
2,000,000	7	"	"	"		1st Mortgage						
2,000,000	7	"	"	"		2d Mortgage						
2,000,000	7	"	"	"		Income Bonds						
2,000,000	7	"	"	"		1st Mortgage						
2,000,000	7	"	"	"		2d Mortgage						
2,000,000	7	"	"	"		Income Bonds						
2,000,000	7	"	"	"		1st Mortgage						
2,000,000	7	"	"	"		2d Mortgage						
2,000,000	7	"	"	"		Income Bonds						
2,000,000	7	"	"	"		1st Mortgage						
2,000,000	7	"	"	"		2d Mortgage						
2,000,000	7	"	"	"		Income Bonds						
2,000,000	7	"	"	"		1st Mortgage						
2,000,000	7	"	"	"		2d Mortgage						
2,000,000	7	"	"	"		Income Bonds						
2,000,000	7	"	"	"		1st Mortgage						
2,000,000	7	"	"	"		2d Mortgage						
2,000,000	7	"	"	"		Income Bonds				</		

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "nil." Running dots (---) signify "not ascertained." Land-Grant Railroads are in "Italics."

Years ending.	Railroad.		Equipment.		Companies.	Abstract of Balance Sheet.								Earnings.						
	Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.		Property and Assets.	Liabilities.	Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.	Dividends.	Price of							
	M.	M.	M.	M.		Engines.	Passenger.	Freight, etc.	No.	Rolling Stock.	Other Assets.	Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	M.	M.	\$	\$	p. c.	
30 Jun. '60	65.0	—	50.6	—	Alabama and Florida	1,451,236	*	—	—	877,953	503,500	106,255	1,515,704	54.0	101,102	37,300	—	—		
28 Feb. '59	30.3	—	58.1	2 2	Alabama and Mississippi	461,505	30,991	—	—	325,010	109,500	21,632	518,726	30.3	55,791	31,852	—	—		
31 May '60	109.6	—	57.8	11 9	Ala. and Tennessee Rivers	2,281,927	184,906	—	—	1,067,906	777,777	240,485	2,476,028	109.6	207,626	111,232	—	—		
30 Jun. '59	57.0	—	171.3	—	Mobile and Girard	1,500,000	*	—	—	—	—	—	—	57.0	236,791	76,773	21,906	—		
31 Dec. '65	469.8	13.5	49.4	21 20	Mobile and Ohio	2,082,000	2,189,562	—	—	3,615,400	7,861,831	1,591,891	17,922,359	482.5	8 mos.	1,324,847	642,499	—	—	
23 Feb. '67	88.6	28.4	—	21 12	Montgomery and West Point	2,439,420	3,08,967	—	315,199	1,644,194	1,130,700	288,751	3,063,586	116.9	170,707	449,007	189,402	—	—	
8 Nov. '58	38.5	—	107.5	—	Memphis and Little Rock	553,877	*	—	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—	—
30 Dec. '60	22.5	—	—	—	Sacramento Valley	1,493,850	*	—	—	793,850	700,000	—	1,493,850	22.5	—	230,251	104,694	—	—	
31 July '66	23.8	—	1.9	—	Danbury and Norwalk	345,798	66,483	8,256	—	306,900	100,000	—	—	23.8	58,865	108,333	26,249	8	—	
31 Jan. '66	122.4	17.7	75.1	18 20	Hartford, Provid. and Fishkill	3,902,356	302,511	—	—	2,037,940	1,936,740	—	—	122.4	319,433	644,726	166,185	—	—	
31 Aug. '67	61.4	10.2	66.9	25 42	Hartford and New Haven	3,288,932	254,000	1,403,096	3,000,000	927,000	104,183	4,946,027	75.2	546,113	1,055,334	592,283	12	174	—	
31 Dec. '65	74.0	—	8.9	10 12	Housatonic	2,429,775	*	347,819	2,900,000	222,500	150,848	2,787,594	124.0	192,989	478,066	65,463	70	—		
31 Dec. '65	57.0	—	2.0	8 11	Naugatuck	1,465,639	*	—	1,100,000	205,000	34,065	—	62.0	159,074	419,469	185,922	10	—		
28 Feb. '66	50.0	—	2.6	8 10	30 N. Haven, London and Ston.	1,544,040	*	—	—	738,538	766,000	—	—	62.0	67,143	loss,	—	—	—	
30 Nov. '67	93.0	5.8	10.0	5 3	New Haven and Northampton	2,551,142	*	—	—	1,834,000	650,000	142,187	2,551,142	30.0	52,463	82,195	loss	2	—	
30 Nov. '67	100.0	—	15.1	13 18	New London Northern	1,402,267	—	173,843	895,000	450,000	277,000	1,002,000	100.0	326,138	382,944	93,894	8	85		
31 Mar. '67	61.3	1.0	63.8	35 68	410 New York and New Haven	4,677,811	1,021,673	908,906	6,000,000	1,019,500	258,046	8,272,133	117.4	787,828	2,068,260	704,016	10	141	—	
30 Nov. '67	59.4	7.0	v 5	20 19	491 Norwich and Worcester	2,463,983	149,711	642,862	2,363,600	629,500	9,172	3,380,357	66.4	364,521	650,438	201,086	10	94	—	
31 Oct. '60	84.3	—	10.7	—	Delaware	1,552,257	—	—	—	406,132	870,000	271,877	1,507,884	84.3	136,631	138,970	41,466	—	—	
31 Oct. '62	16.2	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	6,024	749,544	5.0	—	27,288	10,290	9	—	—	
— '62	164.2	—	150	—	Florida	582,791	30,586	—	—	191,485	196,000	75,894	618,112	32.0	—	7,817	3,585	—	—	
30 Apr. '60	32.0	—	3.0	13.0	6 1	Florida and Alabama	—	—	—	—	—	—	—	—	—	—	—	—		
— '62	59.9	—	5.0	—	Flo., Atlantic and Gulf Central	—	—	—	—	—	—	—	—	—	—	—	—	—		
— '62	190.0	8.9	10.0	153.5	Pensacola and Georgia	—	—	—	—	—	—	—	—	—	—	—	—	—		
30 Jun. '67	86.7	—	18	6	88 Atlanta and West Point	1,200,079	*	145,554	1,232,200	55,500	56,575	1,346,632	86.7	391,477	68,880	34	—	—		
— '62	92.6	8.7	70.9	—	Atlanta and Gulf-M. Trunk	—	—	—	—	—	—	—	—	30.0	—	—	—	—		
31 Dec. '60	65.0	—	—	—	Augusta and Savannah	1,032,200	*	—	—	733,700	129,500	—	—	53.0	—	168,988	95,612	—	—	
30 Apr. '60	43.5	—	23.7	—	Brunswick and Florida	755,000	*	—	—	151,887	—	—	—	31.0	—	—	—	—	—	
30 Nov. '66	191.0	—	49	31	Central of Georgia (and Bank)	4,472,000	*	1,849,923	4,666,800	786,000	183,940	6,688,956	229.0	—	1,734,749	359,214	—	—		
31 Mar. '67	171.0	71.0	—	46 25	Georgia (and Bank)	4,156,000	*	1,999,361	4,156,000	386,000	241,982	7,175,281	242.0	1,136,142	246,356	64	—	—		
30 Nov. '66	102.5	—	19	16	Macon and Western	1,500,000	—	—	—	—	—	1,500,000	—	1,686,976	102.5	404,618	212,676	—	—	
31 July '58	50.0	—	—	7 2	Museogee	774,244	162,534	—	—	669,950	249,000	—	—	1,026,868	50.0	—	202,714	110,516	8	
1 May. '58	68.1	—	3 4	33	Savannah, Albany and Gulf	1,386,634	62,374	—	—	1,275,961	10,200	180,021	1,478,140	71.6	—	—	—	—	—	
31 July '67	106.1	100.3	16.2	19 20	South Western	3,388,131	414,195	58,805	—	2,800,000	437,000	146,067	3,865,721	228.8	308,335	1,000,953	332,551	9	—	
30 Sep. '59	138.0	—	—	62 24	706 Western and Atlantic	5,901,497	—	—	—	—	—	—	—	128.0	—	882,343	454,541	—	—	
31 Dec. '67	280.0	—	12.0	12 34	Chicago and Alton	10,276,604	*	1,806,703	6,311,982	8,944,000	402,973	11,583,307	250.0	1,672,965	6,892,861	1,748,733	10	129	—	
30 Apr. '67	317.0	83.0	47.0	119 55	Chicago, Burlington and Quincy	13,248,711	2,966,327	2,758,532	10,399,010	5,458,260	4,562	2,726,187	132.0	246,145	559,128	246,720	—	—		
31 May. '67	491.0	661.4	30.0	248 133	Chicago and Northwestern	41,871,570	*	8,992,762	28,021,621	16,251,000	611,050	1,234,500	15,900	2,102,761	109.0	442,898	158,541	229,463	20	
31 Mar. '67	181.8	181.6	42.7	92 46	Chicago, Rock Isl. and Pacific	15,313,822	*	3,192,940	9,100,000	8,146,524	685,486	18,506,768	403.9	1,621,307	3,674,034	1,413,999	10	92	—	
31 May. '67	174.5	5.5	14.3	21 22	Great Western	4,039,561	—	1,648,561	2,350,000	—	—	4,214,342	180.0	—	742,097	377,476	—	—		
31 Dec. '66	464.8	252.5	—	150 88	Illinois Central	20,954,458	*	10,533,883	23,416,780	12,144,000	441,726	20,788	708,280	8,608,862	6,646,741	2,175,447	10	137	—	
31 Dec. '66	111.0	—	11.2	17 17	Toledo, Peoria & Warsaw	5,217,634	*	52,849	3,335,983	1,600,000	121,658	5,269,682	111.0	288,524	561,668	171,967	—	—		
31 Dec. '65	195.0	14	12.2	46 30	St. Louis, Alton & Terre Haute	10,700,000	—	—	—	4,000,000	6,700,000	—	—	10,700,000	299.0	2,240,744	488,568	424	—	
31 Aug. '65	224.0	—	—	41 23	Chicago and Great Eastern	—	—	—	—	4,390,000	5,000,000	—	—	224.0	—	—	—	20	—	
31 Dec. '62	182.0	—	—	14 10	Evansville and Crawfordville	2,812,344	288,255	125,587	—	1,142,884	1,240,000	4,562	—	—	—	—	—	—	—	
31 Dec. '62	72.4	—	—	19 17	Indiana Central	1,667,059	24,081	26,641	—	611,050	1,245,500	15,900	—	—	—	—	—	—	—	
31 Dec. '62	58.8	20.2	—	23 19	Indianapolis and Cincinnati	2,497,952	540,043	—	—	1,889,900	1,382,284	140,689	3,458,108	110.0	448,886	230,834	9	—	—	
31 Dec. '62	84.0	—	—	15 15	Ind., Pittsburgh and Cleveland	2,735,556	*	240,622	1,872,000	997,000	106,879	2,975,878	84.0	384,589	771,763	807,832	—	—		
31 Mar. '62	78.0	11.0	—	15 14	Jeffersonville	1,549,518	*	278,884	—	819,900	640,000	—	—	1,588,763	132.0	312,859	527,863	268,156	—	
31 Mar. '62	86.0	46.0	3.0	17 10	Indianapolis and Madison	1,464,317	*	—	—	2,800,000	2,000,000	—	—	1,588,763	132.0	315,172	117,941	6	100	
31 Dec. '62	288.0	—	—	—	Louisv., N. Albany & Chicago	6,000,000	—	901,131	—	—	—	—	—	—	646,827	871,402	36	—		
30 Nov. '66	73.0	—	—	26 23	Mississippi Valley	10,715,652	*	—	—	3,452,800	7,145,252	118,000								

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad.		Equipment.		Companies	Abstract of Balance Sheet.										Earnings.							
	Main Line.	Lateral and Branch Lines.	End Track and Buildings.	Road in progress or projected.		Cars.	Engines.	Freight, etc.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.					
	M.	M.	M.	M.		M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.					
30 Nov. '62	55.0	—	—	—	Androscoggin	6	4	74	1,050,000	*	151,833	444,638	205,584	757,381	63.5	76,344	70,761	43,461					
30 Jun. '63	149.0	—	26.0	—	Atlantic and St. Lawrence	41	17	349	7,584,080	*	2,494,000	3,471,500	1,985,870	7,952,230	149.0	578,873	1,116,113	177,873					
31 Dec. '63	63.0	9.5	8.0	—	Portland and Kennebec	12	11	120	3,000,000	*	1,000,000	2,000,000	8,000,000	109.5	508,481	612,118	177,423						
31 May. '64	99.7	9.5	—	—	Maine Central	18	15	233	4,212,201	*	1,447,000	2,733,500	120,597	4,301,457	109.2	171,568	489,592	219,302					
31 May. '67	51.5	—	—	—	Portland, Saco and Portsmouth	14	4	167	1,360,184	*	498,485	1,500,000	1,568,669	51.3	227,394	529,325	230,826						
MAINE.																							
30 Sep. '65	279.6	7.2	—	—	Baltimore and Ohio	243	164	3,549	21,450,621	8,621,756	18,010,717	16,151,962	9,756,011	1,090,221	43,083,124	286.8	3,798,323	10,096,706	4,437,983				
30 Sep. '65	30.9	—	—	—	Washington Branch	1,660,000	*	1,650,000	1,660,415	1,648,096	1,747,641	4,648,900	5,764,500	1,812,648	18,063,151	320.0	2,358,013	39.0	584,343	916,286	550,992		
31 Dec. '67	133.0	4.0	25.0	—	Northern Central	9,687,415	1,648,096	1,747,641	9,687,415	1,648,096	1,747,641	4,648,900	5,764,500	1,812,648	18,063,151	320.0	3,693,865	8	1,212,159	8	451		
MARYLAND.																							
30 Nov. '67	111.0	19.5	9.8	269.6	Boston, Hartford & Erie	18	12	176	10,242,051	*	14,884,000	8,693,350	2,510,407	180.5	297,637	369,577	50,770	14	14	14			
30 Nov. '67	26.8	1.8	43.4	—	Boston and Lowell	25	28	707	4,470,254	183,845	545,047	1,911,500	944,500	74,806	3,198,844	71.0	326,671	978,068	234,804				
30 Nov. '67	74.8	8.8	54.7	—	Boston and Maine	42	67	929	4,087,397	627,717	327,187	4,076,974	5,056,231	147.8	858,737	1,603,167	451,471	10	139	10			
30 Nov. '67	47.0	7.0	46.0	—	Boston and Providence	31	47	412	3,152,600	207,400	339,387	3,260,000	3,759,867	61.8	445,521	1,066,147	277,303	10	141	10			
30 Nov. '67	44.6	24.0	66.0	—	Boston and Worcester	40	71	442	4,834,940	665,380	1,244,815	5,000,000	36,352	6,144,616	68.6	782,666	1,942,500	781,421	10	138	10		
30 Nov. '67	46.0	1.1	2.7	—	Cape Cod Branch (par 60)	7	12	111	946,761	88,864	66,962	721,296	6,134,098	47.1	88,388	197,981	61,251	68	68				
30 Nov. '67	50.0	3.4	12.3	—	Connecticut River	14	27	235	1,747,155	189,816	809,512	1,700,000	250,000	594	2,246,483	53.4	288,750	629,166	169,164				
30 Nov. '67	44.1	56.4	36.4	—	Fitchburg and Worcester	41	70	699	4,616,268	622,334	416,090	5,888,399	1,770,400	663,290	6,316,100	94.5	863,222	1,447,044	545,630				
30 Nov. '67	51.0	42.5	76.9	—	Fitchburg	31	33	807	3,189,861	350,149	403,637	8,540,000	4,950,500	985	505,332	1,101,444	384,744	9	130	9			
30 Nov. '67	18.9	—	8.9	—	Fitchburg and Worcester	3	3	40	295,658	40,225	248,000	2,000	25,421	333,884	18.0	36,195	90,578	28,346	6				
30 Nov. '67	12.8	—	2.8	—	Lowell and Lawrence	2	3	21	323	1,682,844	20,000	21,600	73,000	15,030	555,725	74.9	386,508	1,21,780	17,988	6			
30 Nov. '67	16.0	—	3.0	—	Nashua and Lowell	12	13	232	675,919	96,864	81,122	120,000	1,21,780	1,626,429	53.0	75,755	192,954	43,061	8				
30 Nov. '67	20.1	—	1.5	—	New Bedford and Taunton	5	12	81	452,682	47,018	5,474	600,000	174,000	747,000	12.6	381,529	440,241	74,679	10	134			
30 Nov. '67	180.5	10.5	82.8	—	Old Colony and Newport	34	59	387	6,214,824	596,905	906,077	4,848,320	2,870,000	128,066	7,618,306	141.0	826,061	1,381,066	336,310	6			
30 Nov. '67	18.6	—	1.4	—	Pittsfield and North Adams	1	1	17	411,826	81,852	450,000	450,000	450,000	1,020,078	102.0	108,894	27,782	6	79	79			
30 Nov. '67	43.4	1.0	10.0	—	Providence and Worcester	19	19	162	1,461,948	340,298	19,182	1,800,000	5,000	1,821,429	44.4	321,866	70,946	180,429	8	124			
30 Nov. '67	16.9	—	1.7	—	Rhode Island and Lowell	3	8	198	331,470	82,643	6,679	245,300	226,900	486	470,692	(O) b y C. L.	17,500	16,688	14	110	10		
30 Nov. '67	11.1	0.6	1.6	—	Taunton Branch	4	8	85	250,000	*	43,780	250,000	4,292	293,730	11.7	53,922	217,997	26,845	8	112			
30 Nov. '67	6.1	—	—	36.5	Troy and Greenfield	—	—	—	92,942	979,308	—	—	—	—	(O) p. by T. Roy and Boston	—	—	—	—	—			
30 Nov. '67	69.3	8.0	5.5	—	Vermont and Massachusetts	12	12	186	3,259,086	207,342	93,908	2,860,000	550,315	2,827	3,560,337	73.8	199,126	461,424	62,594	14	57		
30 Nov. '67	166.1	17.5	184.2	—	Western (incl. Alb. & W.S. etc.)	103	53	1,820	11,108,521	1,688,840	6,699,622	8,725,100	5,764,520	69,906	1,645,826	48.7	260,847	449,388	151,360	8	116		
30 Nov. '67	46.7	—	10.6	—	Worcester & Nashua	11	15	225	1,362,587	169,613	126,626	1,622,200	—	—	—	—	—	—	—	—			
NEW HAMPSHIRE.																							
31 Mar. '67	96.5	—	0.2	—	Boston, Concord and Montreal	14	10	232	2,850,000	*	481,845	1,798,000	1,050,000	30,974	3,231,345	93.5	467,714	147,122	80	80			
30 Nov. '67	83.6	—	8.0	—	Cheabire	28	26	171	1,682,307	250,780	1,921,925	672,200	2,970,087	63.6	433,650	688,03	128,462	3	124	3			
31 Mar. '67	84.5	—	—	—	Concord (par \$50)	—	—	—	1,500,000	*	148,924	1,500,000	1,746,386	121.4	560,024	941,321	146,888	9	75	75			
31 Mar. '67	20.9	—	2.8	—	Manchester & Lawrence	—	—	—	826,000	175,000	1,000,000	1,000,000	1,000,000	1,020,078	1,020,078	97,925	9	128	9				
31 Mar. '67	19.3	—	1.0	—	Manchester and Northwera.	—	—	—	200,000	—	—	—	—	—	—	50,267	48,317	—	—	—			
31 Mar. '67	69.2	18.0	12.5	24	455	Northern New Hampshire	—	—	—	3,068,400	*	605,862	3,068,400	145,400	14,217	3,674,262	82.2	382,540	651,301	242,998	8	118	
NEW JERSEY.																							
31 Dec. '66	64.2	11.0	8.1	—	Belvidere Delaware	—	—	—	3,456,709	*	996,647	2,245,000	346,140	3,837,787	77.5	—	556,742	128,939	—	—	—		
31 Dec. '66	61.2	42.4	74.9	74	Balden and Amboy	41	96	171	10,099,001	*	4,381,261	7,937,412	10,973,137	18,060,549	154,24	—	5,607,621	144,705	15	124	124		
31 Dec. '66	60.2	—	—	—	Camden and Atlantic	1,931,434	—	—	—	—	1,001,998	1,034,776	107,432	2,244,201	60.2	—	308,975	129,869	9	94	94		
31 Dec. '66	74.0	12.0	74.0	—	Central of New Jersey	65	52	1,071	1,984,600	5,260,728	13,000,000	1,500,000	250,400	15,711,102	102.0	1,234,815	3,551,244	1,817,268	10	118	10		
31 Dec. '66	58.0	—	46.5	24	Morris and Essex	180	525	274	6,978,931	2,181,111	208,699	5,500,000	5,516,950	124,822	9,626,429	53.0	1,020,078	304,869	7	70	70		
31 Dec. '66	22.8	—	36.8	98	New Jersey	38	36	180	3,890,328	827,565	1,580,141	5,000,000	365,000	5,612,449	38.8	688,632	1,770,519	809,861	10	182	10		
31 Dec. '66	21.8	—	2.8	—	Northern New Jersey	17	17	17	4,374,854	2,168,971	1,200,000	2,747,200	1,167	2,994,474	24.0	1,020,737	222,769	22,961	7	—	—		
31 Dec. '66	65.0	16.0	12.8	—	Raritan and Delaware Bay	21	40	161	2,593,162	522,600	2,593,162	932,000	2,593,162	932,000	2,994,474	120.0	366,560	590,125	382,650	6	45	45	
31 Dec. '66	14.1	—	—	—	Sodus and Oswego	—	—	—	2,000,000	—	2,000,000	222,000	157,080	556,880	200,300	12,937,415	164.0	1,820,129	2,743,700	534,804	8	127	127

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies Running dots (----) signify "not ascertained." Land-Grant Railroads are in *Italics*.

Years ending.	Railroad.		Equipment.		Abstract of Balance Sheet.												Earnings.				
	Main Line	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Cars.	Companies.				Property and Assets.			Liabilities.			Road operated, incl.			Earnings.		
	M.	M.	M.	M.	No.	Engines.	Passenger.	Freight, etc.	Railroad and Apparatus.	Rolling Stock.	Other Assets.	Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Total incl. all other assets and liabilities.	Road leased, etc.	Gross.	Dividends	Price of shares.		
31 Jan. '66	44.0	—	—	136.0	13.11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	\$13,542	2,878,342	44.0	134,201	356,277	123,892	18		
31 Oct. '66	387.0	6.0	81.0	14.0	150	106	8,246	56,257,550	*	88,543	29,564,405	29,939,900	1,150,319	60,721,124	507.0	2,041,771	4,835,490	1,476,036	—		
31 Oct. '66	65.0	2.5	4.5	—	21	9	283	3,824,000	*	—	3,350,000	266,000	—	3,684,000	67.5	227,645	447,051	130,441	13		
31 Oct. '66	74.0	—	6.3	—	15	12	130	1,691,037	*	—	1,316,900	384,000	—	1,691,037	74.0	207,024	561,405	352,281	8		
31 Oct. '66	113.0	—	70.0	—	87	17	5,740	9,687,427	2,912,417	—	11,228,300	3,270,500	717,223	15,376,322	204.5	1,900,775	2,788,496	714,825	20		
31 Oct. '66	86.0	1.7	6.0	—	10	8	96	1,342,051	227,659	—	1,000,000	1,620,000	—	1,564,740	36.0	199,412	446,078	237,034	—		
31 Oct. '66	78.0	—	16.0	—	18	—	620	2,268,000	352,000	—	—	—	—	—	2,620,000	78.0	285,143	617,581	loss.	5	
31 Oct. '66	18.5	—	6.0	—	—	—	—	700,000	—	30,000	600,000	400,000	—	1,000,000	—	168,823	620,488	160,700	25		
31 Oct. '66	81.6	2.0	6.2	—	15	11	446	1,842,920	554,628	225,000	664,300	1,248,704	435,296	2,622,548	98.6	313,902	818,566	235,158	—		
31 Oct. '66	32.0	—	1.4	44.0	4	2	15	1,882,550	*	104,900	1,809,565	500,000	100,000	1,882,550	—	oper. by R.R. Co.	7	2,972	—	564	
31 Oct. '66	44.0	11.7	6.0	19	8	79	Hempfield.	2,188,498	*	—	685,130	1,462,140	—	2,188,498	59.7	184,282	250,900	65,586	—		
31 Oct. '66	80.0	2.0	13.5	—	21	6	1,278	3,789,831	22,315	—	1,335,000	2,401,645	68,880	3,812,146	82.0	484,750	818,878	235,010	—		
31 Oct. '66	71.0	57.5	19.0	—	86	19	3,475	9,941,432	3,052,790	—	9,408,200	1,477,000	—	12,904,222	128.5	1,078,411	3,718,680	2,200,027	20		
31 Oct. '66	28.8	6.0	8.0	—	—	—	—	1,466,285	*	1,598,985	2,606,100	885,000	73,555	3,604,655	(ope. by R.R. Co.)	29	1,810	3,776,600	" "	564	
31 Oct. '66	158.0	—	64.1	—	—	—	—	3,740,800	—	—	8,775,600	—	—	—	—	—	—	—	—	—	
31 Oct. '66	55.6	11.9	14.8	23	22	687	North Pennsylvania.	5,754,963	665,222	467,050	1,510,150	3,124,737	—	6,887,236	67.5	345,588	902,218	382,600	32		
31 Dec. '66	354.8	33.3	106.3	452	20	1,979	Pennsylvania.	28,842,634	3,371,215	15,938,986	20,000,000	18,058,236	—	44,261,544	566,028	16,583,889	5,967,520	9,544	—		
31 Oct. '66	17.0	3.0	19.3	19	42	119	Phila., German'tn & Norrist'n.	1,139,079	268,439	409,986	1,491,350	159,800	—	1,317,554	24.2	274,879	606,340	247,446	9		
31 Dec. '66	287.5	—	63.3	—	—	—	Philadelphia and Reading.	19,898,408	3,765,774	2,399,368	22,742,867	6,719,582	—	32,577,548	474.4	4,361,386	10,902,819	6,016,531	10		
30 Nov. '66	147.0	—	26.5	267	71	8,043	Philadelphia and Trenton.	1,368,284	—	—	272,222	1,098,200	200,000	1,641,507	26.5	195,478	849,446	316,754	15		
31 Oct. '66	26.5	—	30.0	—	—	—	—	10,469,300	*	—	9,019,300	1,450,000	—	10,469,300	197.0	880,586	2,470,055	1,057,687	10		
31 Oct. '66	96.0	—	105.6	50	72	943	Phila., Wilmington and Balt.	2,482,063	229,768	229,792	1,776,129	1,500,000	73,108	3,849,237	70.9	324,068	639,109	245,966	—		
31 Dec. '67	488.5	138.1	199	12	7	2,748	Pittsburg and Connellville.	26,271,285	*	2,994,981	11,000,000	12,563,000	723,140	23,2,16,267	485,4,125,003	7,242,120	2,378,594	10			
31 Oct. '66	28.0	—	5.0	7	—	458	Shamokin Valley & Pottsville.	1,569,450	—	—	809,450	700,000	—	1,569,450	28.0	149,053	348,183	130,392	4		
31 Oct. '66	26.1	—	4.0	8	13	88	Westchester & Philadelphia.	1,345,387	146,721	10,000	684,036	982,600	113,865	1,760,501	35.4	144,402	367,510	145,860	16		
31 Oct. '66	36.6	—	4.7	8	3	265	Tioga.	8,262,367	247,245	22,301	549,400	316,000	26,292	1,095,912	36.6	120,064	264,123	123,812	25		
31 Aug. '67	62.0	—	5.1	—	16	17	RHODE ISLAND.	2,568,000	*	352,175	2,000,000	600,000	—	2,920,175	62.0	265,401	486,140	111,835	90		
31 Dec. '58	54.9	—	—	47.4	4	3	N.Y., Providence and Boston.	801,615	84,872	250,000	706,365	196,265	197,905	1,099,586	51.9	—	—	—	—		
31 Dec. '58	109.6	—	—	—	13	9	Charleston and Savannah.	1,719,045	*	—	1,201,000	384,000	—	100,6	—	268,263	—	151,586	6		
1 Jan. '59	143.2	21.3	—	—	—	—	Charlotte and South Carolina.	2,439,769	324,161	—	1,429,008	1,145,000	345,546	—	164.5	—	341,190	125,971	—		
28 Feb. '67	102.0	—	—	—	11	8	North-Eastern.	2,145,131	*	51,078	898,950	1,028,000	272,259	2,199,209	102.0	154,496	317,775	66,887	—		
31 Dec. '66	136.0	106.0	—	—	47	34	South Carolina.	8,511,957	*	549,110	5,819,275	447,493	9,827,175	242.0	—	1,312,738	387,332	—	—		
30 Sep. '60	47.6	—	—	—	—	—	Central Southern (Tenn.).	1,021,439	*	58,133	505,214	514,000	98,110	1,127,707	47.6	—	29,987	19,187	—		
30 June '66	30.0	—	1.8	—	17	11	East Tennessee and Georgia.	3,399,984	*	824,268	657,700	2,175,500	511,853	4,224,247	140.0	10 mos.	451,020	164,081	—		
30 Jun. '66	140.0	—	8.0	—	15	8	East Tennessee and Virginia.	6,238,585	1,002,601	2,195,331	5,812,725	3,126,530	921,937	4,311,517	291.0	786,331	1,601,612	71,490	—		
1889.	—	271.6	19.4	20.0	55	50	Memphis and Charleston.	2,259,267	141,144	—	570,000	1,361,000	145,000	—	—	—	—	—	—	—	
1889.	—	271.6	16.0	20.0	3.0	9	Memphis and Ohio.	2,000,000	100,500	—	298,721	740,000	—	285,396	1,069,600	982,039	3,016,107	99.2	—	367,262	173,729
30 Sep. '66	99.2	—	—	—	12	7	Mississippi and Tennessee.	3,106,107	*	—	825,396	1,069,600	982,039	3,016,107	99.2	—	—	—	—	—	
1889.	—	47.4	—	2.3	—	4	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	317,447	47.4	—	83,129	44,666	—	—	
1889.	—	34.2	—	7.0	—	12	2	McMinnville and Manchester.	535,807	*	81,816	144,894	406,000	5,000	—	34.2	30,006	23,808	13,892	—	
30 Nov. '66	149.7	44.0	7.9	—	39	17	Nashville and Chattanooga.	8,632,382	*	2,056,644	1,731,000	—	—	—	159.0	—	784,115	837,334	6		
1889.	—	45.8	—	4.2	11.7	5	Nashville and Northwestern.	76,016	76,016	—	595,922	880,000	204,544	—	45.8	57,950	127,958	87,243	—		
1889.	—	30.0	—	0.6	8.0	—	Winchester and Alabama.	—	—	—	516,902	880,000	204,544	—	30.0	1,245	—	—	—	—	
—	—	82.0	—	—	158.0	—	—	—	—	—	516,902	413,000	408,477	—	32.0	—	—	—	—	—	
—	—	56.0	—	—	184.0	—	—	—	—	—	—	—	—	—	56.0	—	—	—	—	—	
—	—	50.0	—	1.5	75.0	2	1	40	—	—	—	—	—	—	—	—	—	—	—	—	
1 May '60	70.0	—	6.0	230.0	7	5	40	—	—	—	275,000	240,000	171,560	—	50.0	31,300	32,670	—	196,508	—	
—	—	25.0	—	—	110.0	—	—	124	—	—	455,000	975,000	368,000	—	25.0	—	—	—	—	—	
31 May '67	110.3	—	6.6	—	11	10	Connect. & Passaic River.	3,071,687	*	100,124	1,961,800	573,300	521,102	3,171,811	110.3	171,490	483,706	184,662	—		
31 Aug. '63	119.6	—	16.0	—	26	25	Rutherford and Burlington.	3,991,705	556,275	—	2,238,376	3,257,471	896,219	6,386,166	119.6	449,561	422,027	112,168	—		
31 Aug. '63	62.5	2.0	9.9	—	—	—	—	950,000	256,683	—	1,097,000	—	—	—	—	103.6	436,729	758,888	42,878	—	
31 May '65	117.0	2.0	26.0	—	54	49	1,068	8,402,055	—	—	5,000,000	3,500,000	—	8,500,000	184.6	1,030,361	147,782	334,326	—		
31 May '65	47.0	18.5	5.3	—	—	—	Vermont and Canada.	2,250,000	—	—	2,140,000	—	—	—	—	2,250,000	—	—	180,000	8	
30 Jun. '65	23.6	0.9	4	6	—	29	Vermont Valley.	1,212,274	*	—	516,184	198,200	—	—	23.6	—	90,273	34,358	—	—	
30 Jun. '65	59.0	5.5	3.6	—	—	—	Western Vermont.	1,083,500	*	—	832,000	700,000	—	—	—	—	—	—	53,862	—	
1 Aug. '59	41.3	—	—	122.1	—	—	Alex., Loudoun, Hampshire.	1,492,194	42,000	—	1,403,018	36,188	88,131	1,634,194	—	—	—	—	—	—	
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	Manassas Gap.	2,942,548	210,680	—	2,969,861	755,600	118,789	—	118.7	703,034	136,302	43,062	—		
30 Sep. '59	72.2	—	4.8	—	—	—	Norfolk and Petersburg.	2,006,873	122,156	—	1,500,124	590,610	155,161	—	79.2	47,702	54,121	16,332	—		
30 Sep. '59	105.8	—	—	—	—	—	Northwestern Virginia.	5,322,150</td													

PREFERRED AND GUARANTEED R. R. STOCKS

RAILROADS.	Amount of shares outstanding.	Div'ds	Rate.	Paid.	Market Price.
Atlantic & Gt. West'n., O. D. (pref.)	1,910,000	7	7	-----	-----
Atlantic & St. Lawrence (guarant'd.)	2,494,900	6	6	-----	-----
Baltimore and Ohio, (pref.)	3,000,000	7	7	-----	-----
Berkshire (guaranteed)	600,000	7	7	-----	-----
Boston, Concord & Montreal (pref.)	1,340,400	6	8	704	-----
Buffalo, N. Y. & Erie, (guaranteed)	875,000	7	7	-----	-----
Camden & Atlantic (preferred)	620,800	7	265	-----	-----
Catawissa (preferred)	1,150,000	7	27	-----	-----
Chehunng (guaranteed)	380,000	-----	-----	-----	-----
Cayuga & Susquehanna (guarant.)	343,600	-----	-----	-----	-----
Cheahire (preferred)	2,017,825	7	64	-----	-----
Chicago & Alton (preferred)	2,425,400	7	132	-----	-----
Chicago & Northwestern (pref.)	14,759,125	7	744	-----	-----
Coocheclo (preferred)	177,750	8	-----	-----	-----
Ct. & Passumpsic Rivers, (pref.)	1,673,800	10	824	-----	-----
Cumberland Valley (1st preferred)	241,900	8	-----	-----	-----
" (2d preferred)	243,000	8	-----	-----	-----
Detroit & Milwaukee (preferred)	1,500,000	-----	-----	-----	-----
Dubuque & Sioux City (preferred)	1,988,171	7	34	74	-----
Elmira & Canandaigua (guar.)	500,000	-----	-----	-----	-----
Elmira & Williamport (preferred)	500,000	7	7	40	-----
Erie (preferred)	8,536,910	7	75	-----	-----
Hannibal & St. Joseph (preferred)	5,263,867	7	355	-----	-----
Harrisburg & Lancaster (guar.)	1,182,100	7	7	-----	-----
Houstanian (preferred)	1,180,000	8	104	-----	-----
Indianapolis & Madison (pref.)	407,900	8	-----	-----	-----
Kennebec & Portland (preferred)	372,000	6	-----	-----	-----
Lackawanna & Bloomsburg (pref.)	500,000	7	-----	-----	-----
Marietta & Cincinnati (1st pref.)	6,586,135	7	329	-----	-----
" (2d pref.)	4,061,744	7	32	-----	-----
Michigan S. & N. Indians (guar.)	757,700	10	140	-----	-----
Mil. & Prairie du Chien (1st pref.)	8,204,298	8	97	-----	-----
" (2d pref.)	841,400	7	92	-----	-----
Milwaukee & St. Paul (preferred)	7,370,900	7	69	-----	-----
New Haven & Northampton (guar.)	1,010,000	4	-----	-----	-----
New York & Harlem (preferred)	1,500,000	8	130	-----	-----
Paterson & Hudson (guaranteed)	650,000	8	-----	-----	-----
Paterson & Ramapo (guaranteed)	248,000	5	-----	-----	-----
Peoria & Bureau Valley (guar.)	1,200,000	6	-----	-----	-----
Philadelphia & Reading (pref.)	1,551,800	7	7	-----	-----
Philadelphia & Trenton (guar.)	1,000,000	6	10	-----	-----
Pittsfield & North Adams (guar.)	450,000	6	6	94	-----
Port, Sac & Portsmouth (guar.)	1,500,000	6	-----	-----	-----
Rutland & Burlington (preferred)	382,700	8	-----	-----	-----
" (2d pref.)	608,176	6	-----	-----	-----
St. L. Alton & Terre Haute (pref.)	1,700,000	6	72	-----	-----
Toledo, Wabash & Western (pref.)	1,000,000	7	71	-----	-----
Toledo, Peoria & Warsaw (1st pref.)	1,651,314	7	-----	-----	-----
" " (2d pref.)	908,425	7	-----	-----	-----
Troy & Greenbush (guaranteed)	274,400	6	6	50	-----
Vermont & Canada, (guaranteed)	1,600,000	8	102	-----	-----
Warren (guaranteed)	1,408,300	7	7	-----	-----
White Mountain (guaranteed)	200,000	5	-----	-----	-----
Wrightav., Y. & Gettysburg	317,050	2	2	-----	-----

CANAL AND NAVIGATION STOCKS

COMPANIES.	Par of Shares.	Amount of Stock.	Dividends.	Market Price.
CANAL AND NAVIGATION STOCKS:	\$	\$	p.c.	\$
Chesapeake and Delaware	100	1,343,563	38	-----
Chesapeake and Ohio	100	8,228,585	-----	-----
Delaware Division	100	1,683,350	50	-----
Delaware and Hudson	100	10,000,000	10	150
Delaware and Raritan	100	2,298,400	10	-----
Erie of Pennsylvania	50	64,000	-----	-----
Illinoian and Michigan	-----	-----	-----	-----
Lehigh Navigation	50	6,968,146	26	-----
Monongahela Navigation	50	726,800	3	-----
Morris, (consolidated)	100	1,025,000	10	35
" (preferred)	100	1,175,000	10	90
North Branch	100	-----	-----	-----
Sault Ste Marie	100	-----	-----	-----
Schuylkill Navigation (consolid.)	50	1,908,207	12	-----
" (preferred)	50	2,888,988	22	-----
Susquehanna and Tide Water	50	2,048,260	17	-----
Union	50	2,787,000	14	-----
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	36

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 25.

Th. 19 F. 20 Sat. 21 M. 23 Tu. 24 W. 25

Atlantic M. S. S. Co.	90 $\frac{1}{2}$					
Boston, Hartford & Erie	14	14	14	14	14	14
California 7's	-----	-----	-----	-----	-----	-----
Canton Co.	46 $\frac{1}{2}$					
Central of N. Jersey	118	117 $\frac{1}{2}$	118	118	118	118
Chicago & Alton	130	130	130	130	129 $\frac{1}{2}$	129 $\frac{1}{2}$
" " pref.	132	132	132	132	132	132
" " S. F.	-----	-----	-----	-----	-----	-----
" " Ind. b'ds	-----	-----	-----	-----	-----	-----
Chicago, Burl. & Q.	-----	-----	-----	-----	150	150
" " 8 p.c. 114	-----	-----	-----	-----	113 $\frac{1}{2}$	113 $\frac{1}{2}$
Chi. & Gt. Eastern lat.m.	87	87	87	87	87	87
Ohio & Northwest'n.	65	65	65	65	65	65
" " pref.	73 $\frac{1}{2}$	74	74	74	74	74
" " 1st M.	74	74	74	74	74	74
" " 2d M.	74	74	74	74	74	74
" " S. F.	95 $\frac{1}{2}$					
" " Consol.	-----	-----	-----	-----	87 $\frac{1}{2}$	87 $\frac{1}{2}$
Chicago & Rock Isl.	93 $\frac{1}{2}$	93 $\frac{1}{2}$	93 $\frac{1}{2}$	93 $\frac{1}{2}$	92	92
" 1st M. '70	93 $\frac{1}{2}$	93 $\frac{1}{2}$	93 $\frac{1}{2}$	93 $\frac{1}{2}$	92	92
Chi., R. I. & Pa. 7's 1896	-----	-----	94 $\frac{1}{2}$	95	94 $\frac{1}{2}$	94 $\frac{1}{2}$
Olev., Col. and Cin.	105	104	104	104	104	104
Olev. and Pittsburg	91 $\frac{1}{2}$					
" " 2 M.	91 $\frac{1}{2}$					
" " 3 M.	91 $\frac{1}{2}$					
" " 4 M.	91 $\frac{1}{2}$					
Clev. and Toledo	104 $\frac{1}{2}$					
" " S.F. 1.p.c.	104 $\frac{1}{2}$					
Clev., Painesv. & Ash.	100	99 $\frac{1}{2}$				
Cumberland Coal.	82	82	82	82	82	82
Del. & Hudson Canal	151	151	151	151	151	151
Del., Lack. & West.	118 $\frac{1}{2}$					
" 1M. 8.p.c. '71-6	-----	-----	-----	-----	-----	-----
" 2M. 8.p.c. '81	-----	-----	-----	-----	-----	-----
Erie	70 $\frac{1}{2}$	71 $\frac{1}{2}$	71 $\frac{1}{2}$	71 $\frac{1}{2}$	72	72
" pref.	75	75	75	75	74	74
" 1 M. 7 p.c. '87	-----	-----	-----	-----	-----	-----
" 2 M. 7 p.c. '79	-----	-----	-----	-----	-----	-----
" 3 M. 7 p.c. '88	-----	-----	97	97	97	97
" 4 M. 7 p.c. '80	-----	-----	-----	-----	-----	-----
" 5 M. 7 p.c. '88	-----	-----	-----	-----	-----	-----
Great Western 2d mort.	-----	-----	-----	-----	-----	-----
Hudson River	139 $\frac{1}{2}$	138	138	138	138	138
" 1M. 7 p.c. '69	139 $\frac{1}{2}$	138	138	138	138	138
" 2M. S. F.	105	105	105	105	105	105
" 3M. 7 p.c. '76	105	105	105	105	105	105
Illinois Central	136	136	136	136	136	136
" bonds	115	115	115	115	115	115
Marietta & Clin. 1st pref.	-----	-----	-----	-----	-----	-----
" " 2d "	-----	-----	-----	-----	-----	-----
Marquette Mining Co.	-----	-----	-----	-----	-----	-----
" " pref.	10	10	10	10	10	10
Michigan Central	-----	-----	-----	-----	-----	-----
" SF. 8.p.c. '82	-----	-----	113 $\frac{1}{2}$	113 $\frac{1}{2}$	113 $\frac{1}{2}$	113 $\frac{1}{2}$
" conv. 8.p.c. '89	-----	-----	107 $\frac{1}{2}$	107 $\frac{1}{2}$	107 $\frac{1}{2}$	107 $\frac{1}{2}$
M. S. and N. I.	90	88 $\frac{1}{2}$				
" " guard.	-----	-----	-----	-----	-----	-----
" " 1M. S. F.	-----	-----	93	93	93	93
Milw. and St. Paul	63	54	55	54	54	54
" " pref.	69 $\frac{1}{2}$	69 $\frac{1}{2}$	70	69 $\frac{1}{2}$	69 $\frac{1}{2}$	69 $\frac{1}{2}$
" " 1st mort.	88 $\frac{1}{2}$	88 $\frac{1}{2}$	89	88 $\frac{1}{2}$	88 $\frac{1}{2}$	88 $\frac{1}{2}$
" " 2d mort.	-----	-----	-----	-----	-----	-----
Missouri 6s	87 $\frac{1}{2}$	87 $\frac{1}{2}$	88	88 $\frac{1}{2}$	88 $\frac{1}{2}$	88 $\frac{1}{2}$
" iss. to H. & St. J. R.	-----	-----	89	89	89	89
" Pacific	-----	-----	-----	-----	-----	-----
Morris and Essex	-----	-----	-----	-----	-----	-----
" " 1st mort.	99	99	99	99	99	99
" " 2d mort.	-----	-----	-----	-----	-----	-----
N. Jersey R. R. & Co.	-----	-----	132	132	132	132
" York Central	121 $\frac{1}{2}$					
" 7a. S. F. '76	-----	-----	-----	-----	-----	-----
" 7a. conv. '76	-----	-----	95	95	95	95
" 6a. S. F. '83	-----	-----	-----	-----	-----	-----
" 6a. S. F. '87	-----	-----	-----	-----	-----	-----
N. York & Harlem	-----	-----	102	102	102	102
" " pref.	-----	-----	102	102	102	102
" " 1M. 7.p.c. '78	-----	-----	102	102	102	102
" " 3M. 7.p.c. '67	-----	-----	102	102	102	102
N. Y. and N. Haven	62	60 $\frac{1}{2}$	61<math			

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 25.
Th 19. F. 20 Sat. 21. M. 22 Tu. 24 W. 25

FEDERAL STOCKS:

U. S. 6s, 1871, reg.	100	101	100	100	100
U. S. 6s, 1871, coup.	100	101	100	100	100
U. S. 6s, 1874, reg.	100	101	100	100	100
U. S. 6s, 1874, coup.	100	101	100	100	100
U. S. 6s, 1868, coup.	100	101	100	100	100
U. S. 6s, 10-40s, coup. 101	100	101	100	100	100
U. S. 6s, 10-40s, reg.	100	101	100	100	100
U. S. 6s, 1881, reg.	111	111	111	111	111
U. S. 6s, 1881, cou.	111	110	110	110	110
U. S. 6s, '81, O. W. Ly.	111	110	110	110	110
U. S. 6s, 1881,	111	110	110	110	110
U. S. 6s, 1868, reg.	100	101	100	100	100
U. S. 6s, 1868, coup.	100	101	100	100	100
U. S. 6s, 5-20s, reg. '62 106	106	107	106	106	106
U. S. 6s, 5-20s, c. '62 109	109	110	110	109	109
U. S. 6s, 5-20s, reg. '64	106	107	106	106	106
U. S. 6s, 5-20s, c. '64 107	107	108	107	107	107
U. S. 6s, 5-20s, reg. '65	106	107	106	106	106
U. S. 6s, 5-20s, c. '65 108	108	109	108	108	108
U. S. 6s, 5-20s, r. n. '65	107	108	107	107	107
U. S. 6s, 5-20s, r. n. '66 106	106	107	106	106	106
U. S. 6s, 5-20s, r. n. '67	106	107	106	106	106
U. S. 6s, 5-20s, r. n. '67 107	107	107	107	106	107
7.30 Notes, 2d series 105	105	106	105	105	105
" 3d series 105	105	106	105	105	105

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Mar. 24.
W. 18 Th 19. F. 20 Sat. 21. M. 23 Tu. 24

Catawissa	27	27	27	27	27
" preferred	27	27	27	27	27
Camden & Amboy	125	124	124	124	124
" 6s, '70	97	97	97	97	97
" 6s, '75	97	97	97	97	97
" 6s, '83, 89	97	97	97	97	97
" mort. 6s, '89	96	97	97	97	97
Del. Div. Canal	107	107	107	107	107
Elmira & W'msport	107	107	107	107	107
" " pref.	107	107	107	107	107
Lehigh Navigation	27	27	26	26	24
" 6s, '84, 87	27	27	26	26	24
Lehigh Valley R. R.	63	63	63	63	63
" " 6s	63	63	63	63	63
Little Schuylkill R. R.	75	75	75	75	75
Minehill	57	56	56	56	56
Morris Canal	57	56	56	56	56
" " pref.	59	59	59	59	59
" " 6s, '76	59	59	59	59	59
North Pennsylvania	32	32	32	32	32
" " 6s	32	32	32	32	32
" " 10s	32	32	32	32	32
Northern Central	45	45	45	45	45
Pennsylvania R. R.	55	55	54	54	54
" " 1st m.	55	55	54	54	54
" " 2d m.	55	55	54	54	54
Penn. State, 6s 1st series 104	104	104	104	104	104
" " 6s, 2d series	104	104	104	104	104
" " 6s, 3d series	108	108	108	108	108
" " 6s, W. L.	102	102	102	102	102
Philadelphia City, 6s	99	100	99	100	100
" " new 103	103	103	103	103	103
Philad. Germ. & Nor.	45	46	46	46	46
Philad. & Reading	46	46	46	46	46
" " 6s, '86	46	46	46	46	46
" " 6s, '70, 100	100	100	100	100	100
Philadelphia & Erie	26	26	26	26	26
" " 6s	95	95	95	95	95
Philad. & Sunbury, 7s, 103	105	105	105	105	105
Schuylkill Navigation	105	105	105	105	105
" " pref. 22	105	105	105	105	105
" " 6s, '82, 70	71	71	71	71	70
" " 6s, '76	71	71	71	71	70
" " 6s, '72	71	71	71	71	70
Susq. Canal	61	61	61	61	61
" " 6s, '78	61	61	61	61	61
Union Canal, pref.	61	61	61	61	61
" " 6s, '83	61	61	61	61	61
Wyoming Valley Canal	61	61	61	61	61
" " bonds	61	61	61	61	61
Honesville, (Horse)	10	10	10	10	10
Chestnut & Wal.	45	45	45	45	45
Green & Coates,	45	45	45	45	45
2d and 3d streets,	57	57	57	57	57
Spruce & Pine,	57	57	57	57	57

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Mar. 24.
W. 18 Th 19. F. 20 Sat. 21. M. 23 Tu. 24

Baltimore City 6s, 1875-100	99	100	100	100	100
" " 1886	100	100	100	100	100
" " 1870	100	100	100	100	100
" " 1890-98	98	98	98	98	98
" " 1893	98	98	98	98	98
Balt. and Ohio	128	129	129	129	129
" " bds. '62	128	129	129	129	129
" " '75	97	97	97	97	97
" " '80	97	97	97	97	97
" " '86	97	97	97	97	97
Marietta & Cinc. 1st m.	73	73	73	73	73
" " 2d m.	73	73	73	73	73
Northern Central	45	45	45	45	45
" " bds. 1886	84	85	85	85	85
" " " 1900	84	85	85	85	85
City Passenger R. R.	19	19	19	19	19

Boston Stock Exchange.

Actual Sale Prices for the week ending Mar. 25.
Th 19. F. 20 Sat. 21. M. 22 Tu. 24 W. 25

Boston and Albany	149	150	152	153	153
Boston and Lowell	180	180	180	180	180
Boston and Maine	138	138	139	139	139
Boston and Providence	141	141	141	141	141
Boston, Hartford & Erie	144	144	144	144	144
Concord, pref.	76	76	76	76	76
Oeshire, pref.	124	124	124	124	124
Connecticut River	124	124	124	124	124
Eastern	118	118	118	118	118
Fitchburg	130	130	130	130	130
Manchester & Lawrence	113	113	113	113	113
Michigan Central	113	113	113	113	113
Northern, N. H.	118	118	118	118	118
Ogdene, & Lake Champlain	61	61	61	61	61
Old Colony & Newport	90	90	90	90	90
Ph. Wil. & Baltimore	54	54	54	54	54
Portland, Sac & Ports	102	102	102	102	102
Vermont & Canada	99	99	99	99	99
Vermont & Mass.	56	56	56	56	56
Broadway (Horse)	99	99	99	99	99
Cambridge	99	99	99	99	99
Metropolitan	69	69	69	69	69
Middlesex	---	---	---	---	---
Central Mining Co.	23	23	23	23	23
Copper Falls	23	23	23	23	23
Franklin	15	15	15	15	15
Huron	---	---	---	---	---
Isle Royale	---	---	---	---	---
National	---	---	---	---	---
Minnesota	---	---	---	---	---
Pewabic	8	8	8	8	8
Pittsburg	23	23	23	23	23
Quincy	---	---	---	---	---
Rockland	---	---	---	---	---

London Stock Exchange.

The following were the closing prices for American Securities Mar. 6, and Feb. 28th:

	Closing Prices.
United States, 5-20s, 6 per cent 1882.	71 1/2 @ 71 1/2 @ 72
Do. do. 6 do. 1884.	70 1/2 @ 72 1/2 @ 72
Do. do. 6 do. 1885.	70 1/2 @ 70 1/2 @ 71
Do. do. 6 do. 1886.	87 1/2 @ 89 1/2 @ 89
Do. Bonds 5 p. ct. 1874.	70 1/2 @ 72 1/2 @ 74
United States 10-40s, 6 per cent 1904.	66 1/2 @ 66 1/2 @ 66 1/2
Massachusetts State 5 per cent	55 1/2 @ 55 1/2 @ 55 1/2
Virginia State, 5 per cent	50 1/2 @ 50 1/2 @ 50 1/2
Do. 6 per cent	30 1/2 @ 32 1/2 @ 32 1/2
Atlanta & Gt. Western, N. Y. sec. 1st mort., 1880, 7 per cent	55 1/2 @ 60 58 1/2 @ 62
Do. do. 2d mort., 1881	53 1/2 @ 58 55 1/2 @ 60
Do. Penn., 1st mort., 1877	55 1/2 @ 60 53 1/2 @ 62
Do. do. 2d mort., 1882	53 1/2 @ 58 55 1/2 @ 60
Do. consolid. mort. bonds, 1890.	27 1/2 @ 25 1/2 @ 26
Detroit and Mil. 1st mort., 7 p. c. 1864	54 1/2 @ 61 58 1/2 @ 62
Do. 2d mort. 8 per cent	59 1/2 @ 63 59 1/2 @ 63
Erie shares, \$100 (all paid)	48 1/2 @ 47 44 1/2 @ 45
Do. Preference ditto	71 1/2 @ 73 72 1/2 @ 74
Do. 3d mort., 1883, 7 p. c.	62 1/2 @ 66 66 1/2 @ 66
Illinois Central, 6 p. c., 1875	88 1/2 @ 92 88 1/2 @ 92
Do., \$100 shares (all paid)	88 1/2 @ 89 1/2 @ 87 1/2 @ 88 1/2
Do., 7 p. c., 1875	78 1/2 @ 80 78 1/2 @ 80
Marietta & Cin. R. R. bonds, 7 p. c.	65 1/2 @ 67 65 1/2 @ 67
Mich. Gen convertible, 1869, 8 p. c.	68 1/2 @ 72 68 1/2 @ 72
S. F. 1st mort., 8 p. c., 1882	67 1/2 @ 70 67 1/2 @ 70
New York Central \$100 shares	100 1/2 @ 100 1/2 @ 100
Panama R. R. 2d mort., 1882, 7 p. c., 104	103 1/2 @ 105
Penn. R. R. bonds, 2d mort. con. 6 p. c.	92 1/2 @ 94 93 1/2 @ 95
Phil. & Erie 1st mort., 1881, guaranteed by Penn. R. R.	82 1/2 @ 84 83 1/2 @ 85
Do. with option to be paid in Phil.	82 1/2 @ 84 83 1/2 @ 85

The specie reserve of the city banks is now \$17,944,308, against \$9,143,913 same time last year. The city bank deposits are now \$191,191,526, against \$192,375,615 week ending March 23, 1867. The legal tender reserve amounts to \$52,261,086, against \$60,904,958 same time last year. The circulation now stands at \$84,212,571, against \$83,519,401 same time last year. The loans are now \$261,416,900, against \$259,400,315 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged \$108,247,067 a day, against a daily average of \$115,218,000 the preceding week, and \$108,208,000 the week ending with Mar. 7, 1868. The current week's exchanges average about \$88,400,000 a day. The city banks, last week, lost \$2,477,780 of legal tender, \$9,996,944 in the deposit line, and \$1,800,393 of their specie reserve. They reduced their loans, \$5,399,184; and increased their circulation, \$810.

The Philadelphia Bank movement the past

down to about 18 millions, against over 25 millions eight weeks ago. Their circulation has varied little, since the commencement of the year. The banks are now endeavoring to prepare themselves for their regular quarterly exhibit on the coming first Monday in

week shows an increase in loans of \$309,726; a decrease of \$21,533 in specie; a decrease in legal tenders of \$997,353; a decrease of \$686,555 in deposits; and an increase of \$9,214 in circulation. The Bank Clearings show an increase of \$2,058,266, and the balances, an increase of \$816,192.

National Bank notes to the amount of \$118,610 were issued last week, making the total issue to 1,673 banks thus far, \$306,849,331, against \$282,565,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to \$7,069,765, leaving, with the existing 1,639 banks, (having an aggregate capital of \$419,845,790,) an actual circulation at this date, of \$299,779,566. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to \$341,597,400; and for the public deposits, \$38,177,950—making a total of \$379,775,350. The Treasury Department last week redeemed and destroyed \$432,700 of worn and mutilated fractional currency, and issued \$244,933 of new. The outstanding amount of fractional currency on the 1st inst. was \$82,307,948, against \$82,246,439 on the 1st of Feb. 1868.

The U. S. Sub-Treasury receipts, week ending with Mar. 21, were \$12,780,990, including \$2,289,999 from customs duties; payments, \$18,293,178, including \$167,000 of coin interest; balance at the close of the week, \$99,881,385, against \$106,843,523 at the close of the preceding week, showing a decrease of \$5,518,188. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, \$2,978,014 including \$658,862 from customs; and payments, \$1,961,242; on Tuesday, receipts, \$1,741,881 including \$410,168 from customs, and payments, \$1,136,894. The balance at the close of business on Tuesday stood at \$101,453,094, against \$105,820,972 a week previous; and \$102,011,491 on Feb. 25, 1868.

The aggregate issue of coin certificates by the U.S. Sub-Treasury, in this city, up to date of latest published local report was \$245,369,740; aggregate redemptions, \$209,565,000; leaving outstanding certificates to the amount of \$35,804,740. The latest report from the national capital made the outstanding amount of coin certificates on the 1st of March, \$25,699,360, against \$29,619,280 on the 1st of February, 1868.

Government revenues have been on a moderate scale, since our last. The excises, last week, yielded some three millions, against four millions the preceding week; customs at the port of New York, \$2,289,999 and at the outports, about \$750,000 (in coin) more, making the grand total income for the week equal to about \$7,200,000 in currency. The total receipts of the National Treasury, from excises, thus far in the new fiscal year, which began on the 1st of July, have been about \$148,000,000.

Government received from customs, through the port of San Francisco, from Jan. 1, to Feb. 25, 1868, \$1,225,495.

Gold has been quite depressed in price, since our last, having sold as low as 137 $\frac{3}{4}$ on Tuesday, and leaving off at 138 $\frac{1}{4}$ on Wednesday. The demand has been quite limited, all the week, from speculative sources. The money pressure check-

ed speculation. The specie exports on Tuesday and Wednesday were near half a million. The Customs call has been fair.

The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1868, have been \$1,279,078, against \$893,154 same time last year. The customs demand for Gold last week, averaged \$881,667 a day; thus far, this week, it has been equal to \$534,515 a day, or equal to a weekly aggregate of \$3,207,090. The arrivals of specie from Europe, Havana and other foreign ports, during the week were \$22,991 and from California, \$1,168,779. The total customs revenue of the Government, in coin, at this port, thus far, in the current fiscal year, commencing with July 1, 1867, has been \$81,124,248, against \$92,970,098 same time in the preceding fiscal year. The total receipts of California gold at this port, thus far, in the current fiscal year, commencing with July 1, 1867, have been \$24,741,789, against \$30,458,218 same time in the preceding fiscal year, showing a decrease of \$5,716,424 in 1867-'68. The exports of specie from this port, last week, were \$275,502, against \$74,742 same week last year. The exports of specie, hence, since July 1, 1867, have been \$41,681,748, against \$23,007,068 same time in 1866-'7. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt \$167,000, and since July 1, 1867, \$54,119,606, against \$87,937,969 same time in 1866-'7. The specie exports from San Francisco, from Jan. 1, to Feb. 25, 1868, were \$5,470,869, against \$7,267,340 same time last year.

Foreign exchange has been lightly dealt in, since our last, at drooping rates. Bankers' prime sixty day bills on London closed on Wednesday at 109 $\frac{1}{4}$ @109 $\frac{1}{2}$, and on Paris to 5.20c. @5.16 $\frac{1}{4}$; sight bills on London to 109 $\frac{1}{2}$ @110, and on Paris to 5.15c. @5.13 $\frac{1}{2}$. The offering of produce bills have been very light this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of \$1,946,378, against \$4,836,282 same week last year; total, since July 1, 1867, \$129,609,383, against \$141,123,281 same time in 1866-'67.

Government securities have been quite variable in price, under the fluctuations in the Money Market, on a very moderate trade. The latest dealings on Wednesday were on a limited scale within the annexed range of quotations, the market closing unsettled.

U. S. sixes of 1881 closed here on Wednesday at 110 $\frac{1}{4}$ @110 $\frac{3}{4}$; U. S. Five-twentieths of 1862, 109 $\frac{1}{4}$ @110; U. S. Five twentieths of 1864 at 107 $\frac{1}{2}$ @107 $\frac{3}{4}$; U. S. Five-twentieths of 1865 at 108@108 $\frac{1}{4}$; U. S. Five-twentieths of 1865, consolidated, 106 $\frac{1}{4}$ @106 $\frac{3}{4}$; U. S. Five-twentieths of 1867, 106 $\frac{3}{4}$ @107 $\frac{1}{4}$; U. S. Ten-forties at 100@100 $\frac{1}{2}$, and U. S. Seven-thirties at 105@105 $\frac{1}{2}$. The brokers are buying the compound interest notes at the following rates, and selling at an advance of $\frac{1}{8}$ @ $\frac{1}{4}$ of 1 per cent. on these figures:

May, 1865	118 $\frac{1}{4}$	September, 1865	117
August, 1865	118 $\frac{1}{4}$	October, 1865	116 $\frac{1}{2}$
U. S. three per cent. certificates	100 $\frac{1}{4}$		

Government paid off \$60,202 of the matured loan of 1847-'67, in February.

Railway and miscellaneous share property has

been fairly active, but at very irregular prices. The money pinch has been severely felt by the speculative favorites, which closed heavily, with symptoms of further grave depression in ruling values.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Mar. 11.	Mar. 18.	Mar. 25.
Consols	98 $\frac{1}{4}$	98 $\frac{3}{4}$	98 $\frac{1}{4}$
U. S. 5-20's of 1862	71 $\frac{3}{4}$	72 $\frac{1}{4}$	72 $\frac{1}{4}$
Erie	48 $\frac{1}{2}$	45 $\frac{1}{2}$	46 $\frac{1}{2}$
Ill. Central	89 $\frac{1}{4}$	89 $\frac{3}{8}$	89 $\frac{1}{4}$

General business has been tamer, since our last. Breadstuffs and provisions have been in fair, though not urgent demand, closing pretty firmly as a rule. Middling upland cotton closed briskly and buoyantly at 25 cts., per lb. The stock of cotton now here is estimated at about 110,000 bales. The receipts at the port this week, have averaged about 2,000 bales a day. The receipts at all the ports, since Sept. 1, 1867, have been 1,831,000 bales, against 1,495,000 bales same time last year; exports, same time 1,201,000 bales, against 877,000 bales same time last year; stock on hand at latest dates, 325,000 bales, against 575,000 bales same date last year. Beeves have been fairly active and buoyant in price, this week, at from 14@19c. per lb.; week's receipts, 3,882. Veal calves, in moderate request and steady at from 9@13 $\frac{1}{2}$ c. per lb.; receipts, 1,255. Sheep and lambs in fair demand and firmer at from 6 $\frac{1}{2}$ @10 $\frac{1}{2}$ c. per lb.; receipts, 12,522. Swine moderately inquired for at from 8 $\frac{3}{4}$ @10 $\frac{1}{4}$ c. per lb., all live weight; receipts, 13,450. At the auction sale of Scranton coal, on Wednesday, 75,000 tons were disposed of at reduced prices, including lump at \$3.65@\$3.80; steamboat, \$3.65@\$3.70; grate, \$3.80@\$3.92; egg, \$3.95@\$4.00; stove, \$4.75@\$4.95; Chestnut, \$3.60@\$3.80 per ton of 2,240 lbs., deliverable at Elizabethport, N. J. General merchandise has been in rather better demand, but having been as a rule, freely offered, buyers have had any existing advantage as to price. The offerings of most kinds of dry goods have been on a more liberal scale, since our last, at prices more favorable to purchasers, leading to increased activity, especially in domestics. The total imports of foreign dry goods, last week, were \$1,568,530, and the total amount marketed \$1,878,059. The value of foreign merchandise imported last week, was \$6,007,587—making the grand total specie value of last week's imports of dry goods and merchandise, equal to the unusually large sum of \$7,576,117, against \$6,327,866, same week last year; total since July 1, 1867, \$167,338,980, against \$196,821,737 same time in 1866-'67. The ocean freight market has been inactive and lower, since our last. For Liverpool we quote flour at 2s. @2s. 3d. by sail, and 2s. 3d. @2s. 6d. by steamer, per bbl.; grain at 5d. @5 $\frac{1}{2}$ d. by sail, and 5 $\frac{1}{4}$ d. @6d. by steamer, per bushel; cotton at $\frac{3}{16}$ @ $\frac{1}{4}$ by sail, and $\frac{1}{4}$ @ $\frac{5}{16}$ by steamer, per lb.; and heavy goods at 20s. @30s. by sail, and 25s. @40s. by steamer, per ton. Total number of vessels in port on Wednesday 478.

The New York exports, exclusive of specie, for the week ending Mar. 24, and since the beginning of the year, compare as follows:

	1867.	1868.
For the week	\$4,836,282	\$1,946,878
Prev. reported	41,595,362	36,520,120
Since January 1	\$46,431,644	\$38,466,498

The balance in the Sub-Treasury on Wednesday was \$101,126,208.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—New York City 6s, 1887, 101; Brooklyn 6s W. L., 98; Georgia 7s, 86½; Toledo and Wabash Equipment bonds, 73; Ohio and Miss. 1st mort., 92; Cleveland and Toledo 7s, 1886, 94; Dubuque and Sioux City 1st mort., 86; Toledo, Peoria and Warsaw 1st mort., 82½; Hannibal and St. Joseph, 77; do., pref., 85½; Rensselaer and Saratoga R. R., 82; American Coal, 45; Adams' Express Co., 74; Am. Exp., 68; Merchants' Union Exp., 34½; Wells-Fargo Exp., 34½; U. S. Express, 70; Boston Water Power Co., 19½; Western Union Telegraph, 33½; Union Navigation, 21½; Bank of Commerce, 118; Ocean Bank, 102½; Fourth National Bank, 104½; Central National Bank, 104; Mechanics' Bank, 118; Continental Bank, 102; Am. Exchange Bank, 118; St. Nicholas Bank, 108; Metropolitan Bank, 135; Ninth National Bank, 104½; Phoenix Bank, 105½; Bank State of New York, 113½; Tenth National Bank, 101; American Flag, 0.36; Bobtail Gold, 1.15; Consol. Gregory Gold, 3.20; Corydon, 0.30; Davidson Copper, 0.44; Edgehill Mining, 3.65; Keystone Silver, 0.02; La Crosse Gold, 0.52; Montana Gold, 0.81; Midas Silver, 0.55; New York Gold, 0.65; Quartz Hill Gold, 1.10; Smith and Parmalee Gold, 2.65; Wallkill Lead, 0.29; Buchanan Farm, oil, 41; United States petroleum, 1.85.

Philadelphia.—Camden and Atlantic 2d mort., 75; Steubenville and Indiana 1st mort., 70; Lehigh Coal and Navigation 6s, gold loan, 89½; Sunbury and Erie 7s, 102½; North Penna. 7s, 85; Allegheny Valley R. R. 7-20s, 81; Warren and Franklin 7s, 83; Camden and Burlington County R. R. bonds, 89; Pittsburgh 5s, 72½; Allegheny Co. coupon 5s, 76; Union Passenger R. R., 37; 13th and 15th streets R. R., 17; Big Mt. Coal, 4½; Green Mt., 3; New Creek Coal, 0.81; N. Y. and Middle Coal Fields, 3½; Fulton Coal, 5; Feeder Dam Oil, ½; Ocean Oil, 2; Mechanics' Bank, 81½; Farmers' and Mechanics' Bank, 152; Corn Exchange Bank, 72½. The latest quotations are: City 6s, 100@100; do., free of tax, 103@103½; State 5s, reg., 98½@98½; do., coupon, 96½@96½; do., 6s, W.L., 102@102½; Reading, 44½@44½; do., 6s, 1870, 100@101; do., bonds, 93@94; Camden and Amboy, 124@124½; do., mort. 6s, 1889, 96½@96½; do., 1888, 88½@89; Penn. R. R., 55½@55½; do., 1st mort., 101½@101½; do., 2d mort., 98½@98½; Little Schuylkill R.R., 29@30; Morris Canal, 30@50; do., pref., 90@94; do., bonds, 88@93; Wyoming Valley Canal, 40@45; do., 6s, 77@85; Susquehanna Canal, 14½@16; do., 6s, 60½@61½; Sch. Nav., 12½@14; do., pref., 22½@22½; do., 6s, 1882, 70½@70½; Union Canal bonds, 15@17; Delaware Div. Canal, 48@49; do., bonds, 88@89; Elmira and Williamsport, 30@32; do., pref., 40@40½; do., 7s, 1878, 96@96½; do., 5s, 59½@60½; Lehigh Coal and Navigation, 24½@25; do., bonds, 1884, 85@86; North Pennsylvania, 31@33; do., 6s, 88@88½; Philadelphia and Erie, 25½@25½; do., 94@95; Minehill, 56@57; Catawissa, 5@6; do., pref., 26½@27; Lehigh Valley, 52½@53; do., bonds, 95@95½; Fifth and Sixth streets, (horse), 35@40; Second and Third, 55@57; West Phila-

adelphia, 65@67; Spruce and Pine, 24@24; Green and Coates, 30@30; Chestnut and Walnut, 45@45; Thirteenth and Fifteenth, 16½@17½; Girard College, 27@28; Tenth and Eleventh, 64@64½; Union, 87@87½; Hestonville, 10@10½.

Boston.—Rutland R. R., 30; Cape Cod R. R., 68½; Housatonic R. R., 70; Connecticut and Passumpsic Rivers R. R., pref., 82½; Pittsfield and North Adams R. R., 79½; Summit Branch R. R., 12½; Indianapolis and Cincinnati, 29½; Central Pacific 6s, gold, 98½; Old Colony and Newport 6s, 1876, 95½; do., 7s, 1877, 102½; Essex R. R. 6s, 1876, guar., 86½; Cheshire R. R. 6s, 1875, 95; Vermont Central 1st mort., consolidated, 70½; do., 2d mort., 30; Ogdensburg and Lake Champlain 1st mort., 100; do., Equipment 8s, 102; Boston, Hartford and Erie 7s, 62½; do., new, 49; Rutland and Burlington 1st mort., 140; Vermont and Massachusetts 6s, 1883, 94; Vermont Central and Vermont and Canada 8s, 1877, 102½; Michigan Central 8s, 1882, 112½; St. Joseph and Council Bluffs R. R. 10s, 1st mort., 110½; Boston Water Power Co., 20½; Cary Imp. Co., 7½; Essex Co., 120½; Waverly Land 1½; Ophir (N. S.) Gold, 1½; Massachusetts 6s, 1868, currency, 103; do., 5s, 1894, gold, 106½; Maine 6s, 1889, 100½; New Hampshire 6s, 1884, 100½; Connecticut 6s, 1884, 100; Chicago 7s, sewerage, 99½; do., School Fund, 97½; Bath 6s, 1889, 97½; Cambridge 5s, 1882, 85½; do., 6s, 1886, W.L., 100½; Roxbury 6s, 1873, 102½; Portland 6s, 1887, Building Loan, 97½; do., Rochester R. R. Loan, 98½; Gardiner 6s, 1870, 97; Lynn 6s, 1885, 100½; Augusta 6s, 1887, 93; Lawrence Gas, 125; Cambridge Gas, 117½; South Boston Gas, 105½; Boston Gas, 78½; East Boston Gas, 36½; Malden and Melrose Gas, 67½; Manchester Gas, 125½; Lowell Gas, 184½; National Bank of Commerce, 123; Market National Bank, 110½; Old Boston National Bank, 65½; Webster National Bank, 111½; National Bank of Redemption, 116½; State National Bank, 107; Globe National Bank, 106½; Merchants' National Bank, 120½; North National Bank, 119; Allouez Mining Co., 4; Bay State, 25%; Concord, 2½; Calumet, 80; Hancock, 5½; Native, 1; North Cliff, 50c.; Pontiac, 50c.; Petherick, 75c.; Star, 50c.; Superior, 1½; Winthrop, 75c.

Baltimore.—Virginia 6s, old, reg., 44; do., 1867, 44½; Baltimore City 5s, 80½; City Park 6s, 98; Central Ohio R. R., 36½; do., 1st mort., 87; N.W. Virginia 1st mort., 95½; do., 2d mort., 94½; Western Maryland 2d mort., guaranteed, 90½; Atlantic Coal, 0.85; Franklin Bank, 13½; Union Bank, 62. The latest quotations are: Balt. and Ohio, 128@129; do., 6s, 1875, 98@—; do., 1880, 98@—; do., 1885, 100@—; Northern Central, 45@45½; do., bonds, 1885, 85@85½; do., 1900, 83@85; Parkersburg Branch, 25@30; N. W. Va., 1st mort., 95½@—; do., 2d mort., 94½@95; do., 3d mort., 1873, 91½@94½; do., unguaranteed, 17@18; Marietta and Cincinnati 7s, 1891, 92@92½; do., 2d mort., 73½@73½; Central Ohio, 36@37; do., 1st mort., 87@88; Western Md. 6s, 1890, 77@—; do., guar., 94@95; Maryland 6s, coupon, 1870, 101@102; do., Ins., 100@101½; do., 1890, 100@102; Baltimore 6s, 1870, 98@98½; do., 1873, 96@—; do., 1875, 100@100; do., 1886, 99@99½; do., 1890, 98@98½; do., coupon, 100@—; do., Park, 97½@98; do., 1893, 94@96; do.,

6s, 1888-70, 80@80; City Passenger R. R., 19@19½; Canton Co., 56½@—; Am. Gas Coal, 0.15@0.19; Maryland Anthracite Coal, 2@4½; George's Creek, 70@70; Santa Clara, 1.50@2.00; Atlantic Coal, 0.84@0.85; Baltimore Coal, 230@—.

Pittsburg, Ft. Wayne & Chicago Railway.

The following is a statement of the approximate earnings and expenses of this company during the month of February, as compared with the same period of the year 1867:

	1868.	1867.
From freight	\$424,671 99	\$350,564 80
" passengers.....	152,540 71	151,390 96
" express matter...	7,987 50	7,668 00
" mail	7,825 00	7,825 00
" rent of railway...	7,083 33	7,083 33
" miscellaneous ...	2,645 00	965 46
Total	\$602,758 53	\$525,497 55
Expenses	398,628 78	397,231 45

Net earnings

\$204,124 75

\$128,266 10

This shows an increase in earnings of \$77,255 98; with an increase in expenses of \$1,397 32—making the increase in net earnings, \$75,858 65.

The earnings and expenses, from January 1 to February 29, compare as follows:

	1868.	1867.
Earnings	\$1,095,447 69	\$1,067,918 35
Expenses	806,026 34	810,342 29

Net earnings

\$289,421 35

\$257,571 06

This shows an increase in earnings of \$27,584 34; with a decrease in expenses of \$4,315 95—making the increase in net earnings, \$31,850 29.

Kerosene Lamps for Railroad Cars.

We have received from Messrs. WILLIAMS, PAGE & Co., Manufacturers of Car Lamps, Boston, Mass., a circular in which is recounted the causes of the burning of Railroad Cars in six different instances, viz: on the Buffalo and Erie; the Chicago, Burlington and Quincy; the Erie; the Pennsylvania; the Chicago and Northwestern; and the Pittsburg, Ft. Wayne and Chicago Railroads. In four of the six cases cited no kerosene was used, and in the other two, where it was used, the cars were believed to have been burned by the stoves, or by sparks from the engine. In a recent accident on the Boston and Providence Railroad, two cars lighted with kerosene were thrown from the track and turned over. The kerosene lights were at once extinguished by the concussion. The stoves were secured to the floor, and no fire occurred. It is further stated that probably not less than twelve or fifteen thousand kerosene lamps are now used in Railroad Cars in this country, and, considering the number of collisions, getting off the track, and other accidents since kerosene was introduced, it would be most remarkable that many fires could not be traced directly to its use, were it not from the fact, that it is the most sensitive of all lights, and a very slight collision or jar at once extinguishes it, as is well known by all who have used it. They state in conclusion that they have not yet been able to find a single instance in which a Railroad Car has been burned by the use of kerosene lamps. They have manufactured Patent Kerosene Car Lamps over five years, and have sent several thousand of them to railroads all over the country, and have never heard of an accident of any kind caused by them. They advise the testing of oil by the purchaser. This can be done in

a few minutes by the "Pyrometer," or "Oil Tester," and by using oil that will not take fire below 110° or 115°, there is no danger of any accidents from fire, if the stoves are properly secured.

Railroad Earnings.—Weekly.

The earnings of the Michigan Central Railroad for the 2d week in Mar., 1868, were \$62,201 26 Corresponding week of previous year.. 90,633 77

Decrease \$28,482 51

The earnings of the Atlantic and Great Western Railway for the second week in Mar., 1868, were \$85,073 00 Corresponding week previous year..... 113,024 00

Decrease \$27,951 00

The earnings of the Western Union Railroad for the week ending Mar., 14, 1868.... \$3,968 00 Corresponding week previous year..... 8,146 00

Decrease \$4,178 00

The earnings of the Marietta and Cincinnati Railroad the 2d week in Mar., 1868... \$21,670 00 Corresponding week previous year..... 19,636 00

Increase \$2,084 00

The earnings of the Michigan Southern and Northern Indiana Road for the 2d week in Mar., 1868, were \$86,895 00 Corresponding week of 1867..... 88,016 00

Decrease \$1,121 00

Erie Railway.

The following is the text of the Bill now before the New York Legislature, legalizing the recent issue of bonds of the Erie Railway Company, and the conversion of the same into stock; also the guaranteeing of the bonds of any other company; and declaring it lawful for the Erie Railway Company to contract with any other railroad for the extension of the broad gauge, to be used by the Erie Company in the transportation of freight and passengers:

Sec. 1. The issuing of the bonds of the Erie Railway Company for the purpose of completing, furnishing, and operating its railroad, convertible into the common stock of the said company by authority of the board of directors of said company, and the conversion of the same into such stock, shall be deemed to be within the powers of said company.

Sec. 2. Whenever said company shall hereafter issue any stock it shall, on the first day of January next after such issue, cause a certificate of the same stating the number of shares and the time when the same was issued, to be filed in the office of the Secretary of State.

Sec. 3. The guaranteeing by the Erie Railway of the bonds or coupons of any other railroad necessary or proper, in order to secure a connection of said Erie Railway with other railroads, for the purpose of securing better facilities for the traffic of said Erie Railway, shall be deemed and taken to be within the powers of said Erie Railway Company, &c.

Sec. 4. It shall be lawful for the Erie Railway Company to contract with any other railroad to provide a track with a gauge corresponding to the present gauge of the track of the Erie Railway, and to run the engines and cars of the Erie Railway Company on the same, in order to facilitate the transportation of freight and passengers on the Erie Railway.

Sec. 5. The acts of said company in issuing bonds and stocks respectively, and in entering into such contract and guaranty prior to this date, are hereby ratified and confirmed.

Sec. 6. This act shall take effect immediately.

Journal of Railroad Law.

FENCING RAILROADS—KEEPING IN REPAIR.

The ground of recovery in the late case of the Illinois Central Railroad Co. vs. Swearingen (83 Ill., 289,) as set forth in the plaintiff's declaration was, that by reason of the fences along the company's road not being kept in repair, the plaintiff's horses got upon the track, and were run over by the cars and engines of the defendant, and thereby killed. It appears that the railroad ran through the pasture of the plaintiff, and the horses got out of this pasture upon the track through the railroad fence. The plaintiff alleged in his declaration, that he had not as proprietor of the lands erected or agreed to erect, the fence in question.

Mr. Chief Justice Walker delivered the opinion of the Court. It is insisted that appellee was not entitled to recover, because he averred in his declaration, that he had not as proprietor of the lands, erected or agreed to erect, the fence required by the act of 1855, (Scate's Comp., 958,) when the proof shows that he did erect the fence. It also appears that the company fully admitted and recognized their liability to erect and maintain this fence, when they employed appellee, for them and with their materials furnished for the purpose to erect the fence, and for which they paid him the sum agreed between them. Is this such an agreement as the statute contemplates shall release the road from its liability and impose it upon the owner of the adjoining land? We think not. The act imposes the duty upon the company, but at the same time permits them by contract with the owner, to absolve themselves from its performance, by agreement with the owner that he shall assume it.

It cannot be imagined that it was the intention of the law makers to transfer this duty from the company to the landowner, simply because the company employed him as their agent or servant to construct the fence. The statute only contemplates the release of the company when the duty is assumed by the landowner, and in this case it is perfectly apparent that when he was employed to build this fence, he did not intend, nor did either party suppose that he was taking upon himself such a duty. It might as well be contended, that because a hand in the employment of the company under their direction and in discharging their duty, had built the fence, and afterwards became the owner, that the duty was transferred from the company to him. It is not probable that it ever occurred to appellee, that it could be imagined that he had assumed this duty, until he heard it claimed on the trial below, or to the company and its agents, until they began to prepare for the defence of this suit. The pleas of appellant, to which demurrs were sustained, only relied upon this fact as a defence, and were therefore, insufficient, and the demurrs were properly sustained to them.

It is likewise insisted that the Court erred in refusing to give appellant's last four instructions. The first of which asserts that the company, having built a good and sufficient fence, if it was blown down or thrown down by trespassers, and loss thereby ensues before a reasonable time had elapsed for its repair, that the company are not responsible for damages thus occasioned. This instruction, like the sixth, asserts that where

the fence has been sufficient, and from accident or wrong over which the road has no control, it becomes insufficient to turn stock, they have a reasonable time in which to repair their fence. This is manifestly true, as it is not required that the company should have a patrol at all times, night and day, passing along their road to see the condition of the fence. If this is done daily, and they shall at once, when informed of its insufficient condition, make the necessary repairs, they shall not be held liable. This was the rule adopted in the case of The Central Railroad Co. vs. Dickerson, 27 Ill., 55, and the instructions numbered four and six should have been given.

Under these instructions, it would have been for the jury to consider in the light of all the circumstances appearing in the case, whether reasonable care had been used to repair the same. They as practical men, must determine this question. And the road must be held to a high degree of diligence in the performance of this duty, but not to an impossible or unreasonable extent.

Whilst the fifth instruction stated the law correctly, it would have been better had it been qualified so as to inform the jury, that while the evidence tended to prove due diligence, it was not conclusive. Properly understood by the jury, it is free from objection, but if they understood that it could not be rebutted by other evidence, or that they could not weigh it as other evidence, then it would mislead and would have been improper.

The seventh instruction was properly refused. This action is transitory, and not local, either by the common law or the statute. The act of 1853 (Sess. Law, p. 65,) only relates to actions at law or suits in chancery, where service could not be had by summons. It in such cases, authorized publication instead of actual service. And the sixth section of that act confined the bringing of suits to the county in which the cause of action accrued. This is the scope of that act. It was intended to apply to cases where service could be had. The judgment of the Court below must be reversed, and the cause remanded.

Judgment reversed.

Coal Trade of Great Britain in 1867.

We give below the quantity of coal mined in the United Kingdom in 1867, which we copy from the London *Mining Journal*, the most reliable mining publication in England :

	Tons.
Durham and Northumberland.....	25,194,550
Cumberland.....	1,490,481
Yorkshire.....	9,714,700
Derbyshire.....	4,750,520
Nottinghamshire.....	1,600,580
Leicestershire.....	866,560
Warwickshire.....	775,000
Staffordshire and Worcestershire	12,295,850
Lancashire.....	12,320,500
Cheshire.....	895,500
Shropshire.....	1,220,700
Gloucestershire and Somersetshire....	1,800,700
Monmouthshire.....	4,445,000
South Wales.....	9,376,443
North Wales	2,082,000
Scotland	12,625,000
Ireland	123,750

Total produce of the United Kingdom. 101,630,540

To give our readers some idea of the immensity of the coal trade of Great Britain, we will state that the whole product of the Schuylkill and Lehigh coal regions, from the commencement

the trade in 1820 to 1867, inclusive, a period of forty-seven years, only exceeds the annual product of England, Ireland and Scotland in 1867, 1,391,417 tons, as the following figures will show:

	Tons.
Whole product from Schuylkill since 1822	69,380,626
Whole product from Lehigh since 1820	33,621,385
Total	103,021,961
Prod't of the United Kingdom in 1867	101,680,544
Excess only	1,391,417

We append also the following statistics of the coal fields of Europe and the United States with their productions, taken from the valuable book entitled "Coal, Iron and Oil," which contains the latest and most authentic information on the subject:

	Area in Sq. miles.	Production.
British Islands	6,195	100,000,000
United States	200,000	26,000,000
Prussia and Saxony	1,000	12,000,000
France	1,000	11,000,000
Belgium	510	10,000,000
Austria and Bohemia	1,000	5,000,000
Spain	200	500,000
Acadia (British Provinces)	2,000	500,000

Estimated coal product'n of the world. 163,000,000

AREAS OF THE COAL FIELDS OF THE UNITED STATES.

	Thickness	Square Miles.
Anthracite:	Feet.	Miles.
Massachusetts and Rhode Island	7	300
Pennsylvania	90	470
Oregon	7	100
Bituminous:		
Pennsylvania	54	12,650
Maryland	30	550
West Virginia	45	15,000
East Virginia	20	225
North Carolina	10	45
Tennessee	15	3,700
Georgia	10	170
Alabama	15	4,300
Kentucky	35	13,700
Ohio	25	7,100
Indiana	20	6,700
Illinois	20	80,000
Michigan	10	18,000
Iowa	15	24,000
Missouri	15	21,000
Nebraska	..	4,000
Kansas	..	12,000
Arkansas	..	12,000
Indian Territory	..	10,000
Texas	..	8,000
Oregon	..	500
Washington Territory	..	750
Other coal fields west of the Rocky Mountains	..	5,000
Total square miles	200,960	

The average thickness of the bituminous coal fields is about thirty feet, and the working thickness about twenty feet.

The Grain Trade.

The following statement shows the receipts of grain at the ports of Chicago, Milwaukee, Detroit, Cleveland, and Toledo, from January 1 to February 29, compared with the two last years:

	1868.	1867.	1866.
Flour, bbls.	488,014	585,974	347,727
Wheat, bush.	1,847,057	1,630,888	1,961,562
Corn, bush.	5,444,470	1,672,361	1,222,477
Oats, bush.	1,151,785	888,919	1,064,751
Barley, bush.	274,221	253,226	110,221
Rye, bush.	110,356	147,562	134,577
Total grain, bush.	8,827,889	4,542,951	4,492,588

Intercolonial Railway.
Mr. Sandford Fleming left Ottawa, Ca., on the 16th inst., for the purpose of organizing two exploring companies to endeavor to locate the Central, or Keswick Valley route for the Intercolonial, one company to commence at River du Loup, and the other at Monkton, N. B. The Montreal *Gazette*, noticing their departure from that place, says:

Mr. Fleming, and his staff, about fifty in number, took their departure last evening for River du Loup. There the party will be broken up into eight squads, four of which will be spread out on the line of the survey between River du Loup and Fredericton; two between Matapedia and Rimouski, the other two squads to some other section. From Mr. Fleming's ability as a surveyor and knowledge of the country through which the survey is to be made, we may reasonably anticipate that this will be the final work, and that on his report being placed in the hands of the Government, a decision will be easily arrived at. The staff is numerous and efficient, all young men of ability and well suited for the arduous task they have entered upon. A sleeping car was placed at their disposal to run through, and we were informed that the accompanying camp equipage, etc., weighs about eight tons.

The settlement of the question of routes has been postponed till the 12th of April, when it will be finally decided at Ottawa. The object of the delay is to verify some statements with respect to the Keswick Valley route, by an actual survey by Mr. Fleming's party. If this survey, which we suppose is now actually being made, does not establish certain claims made for the Keswick Valley, the issue will really come between the frontier and the Robinson, or Northern routes.

Pork Packing in the West.

The Cincinnati *Price Current* publishes its annual statement of pork packing in the Western States, of which the following is a recapitulation:

	1866-'67.	1867-'68.
Ohio	637,882	557,809
Illinois	851,945	1,072,553
Indiana	329,291	323,978
Iowa	115,441	177,044
Wisconsin	135,060	138,495
Missouri	233,230	328,611
Kentucky	188,442	157,880

	Grand totals....	2,490,791	2,781,870
		2,490,791	

Increase in number 289,579

The average weight of hogs, and the yield of leaf lard per hog, for each State, compare with last season as follows:

	Average weight per hog.	Yield of lard per hog.
1867.	1868.	1867.
Ohio	234 1/2	204 1/2
Indiana	232 2/3	205 1/2
Illinois	231 3/8	202 3/8
Kentucky	228	206 1-6
Missouri	226 1/2	208 7-9
Iowa	231 1-6	199 1/4
Wisconsin	218 3-5	197

The general averages for all are—of hogs 201 pounds, and of leaf lard 20 1/4 pounds, which compare with the last two seasons as follows:

	Hogs, lbs.	Lard, lbs.
1866	281 8-10	31 1-7
1867	232 1-7	29 3-4
1868	201	20 3-4

In order to arrive at the actual result, all that

is necessary is to multiply the number packed each season by the general averages of hogs and lard, which results as follows:

Pork, lbs. last year	577,863,512
Pork, lbs. this year	558,955,470

Decrease in lbs. this year 18,908,042

This is equal to a net decrease in the crop of 3 1/8 per cent., and makes the crop, as regards the packing in the West, equal to 2,408,741 hogs of last season's averages, not including the falling off in the shipments to the East during the packing season, which would further materially reduce the crop.

The number of hogs packed in the West since the season of 1849-'50, compare as follows:

Year.	No. of Hogs.	Year.	No. of Hogs.
1849-'50	1,652,220	1858-'9	2,465,552
1850-'1	1,832,867	1859-'60	2,350,822
1851-'2	1,182,846	1860-'1	2,155,702
1852-'3	2,201,110	1861-'2	2,898,666
1853-'4	2,584,770	1862-'3	4,069,520
1854-'5	2,124,404	1863-'4	3,261,105
1855-'6	2,489,502	1864-'5	2,422,779
1856-'7	1,818,468	1865-'6	1,705,955
1857-'8	2,210,778	1866-'7	2,490,791
		1867-'8	2,781,870

Previous to 1852-'3 the reports were obtained only in part.

The shipments made from the west to the east, the three last packing seasons, compare as follows:

	1865-'6.	1866-'7.	1867-'8.
Baltimore and Ohio Railroad from Wheeling	22,951	29,487	27,641
Do. do. from Parkersburg	7,250	10,556	19,993
Pennsylvania R. R.	10,361	472,141	287,290
Dunkirk	12,120	4,533	4,247
Buffalo, via Hornellsville R. R.	48,401	79,844	58,658
Totals	101,083	596,061	397,829
			596,061

Decrease 198,182

From the above it will be seen that there is a decrease this season, as compared with last, of 198,182 hogs, and if we add to this the decrease in weight, in the hogs shipped, say 16 per cent., it would make the decrease 261,654 hogs; and if we deduct this from the result as already given above, it would make the crop equal to 2,147,087 hogs of average weight of 1866-'7.

[P] The Boston and Albany Railroad Company give notice that the stockholders of record at the close of business on the 1st of April next will be entitled to receive one new share of stock of the capital of said corporation for every eleven shares held by them respectively, on the payment of one hundred dollars per share, fifty per cent. of which must be paid on or before May 1, 1868, and the balance on or before August 1, 1868, when certificates of stock will be issued.

[P] A considerable amount of Northern capital is going into the bonds of the Southern States, in the belief that they offer at the present prices a large margin for profit in the advance that will almost immediately follow reconstruction. In the integrity of those States to honestly pay interest on their bonds, those professing to be well informed express no doubt.

[P] The work of laying the rails of the Paterson and Newark Railway will commence about the 1st of May. The erection of bridges is now being rapidly pushed through.

The St. Louis Merchants Exchange has passed resolutions strongly endorsing the St. Louis, Vandalia and Terre Haute Railroad enterprise, and recommending the citizens of St. Louis to give it all the assistance possible.

The rails upon the St. Louis, Vandalia and Terre Haute Railroad have been laid as far eastward as Edwardsville.

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PROPOSALS

For the Construction of a portion of the Summit Division of the Illinois and Michigan Canal.

OFFICE OF THE BOARD OF PUBLIC WORKS, CHICAGO, March 11, 1868.

SEALED PROPOSALS WILL BE RECEIVED BY THE Board of Public Works at their office, until 11 A. M. Wednesday, April 15, for the construction of sections Nos. seventeen (17) to forty-four (44), inclusive, of the Summit Division of the Illinois and Michigan Canal—a distance of about eleven (11) miles.

Maps, profiles, and specifications will be exhibited at the office of said Board in Chicago.

There will be some 1,500,000 to 2,500,000 cubic yards (according to the line which shall be adopted) of earth excavation, some of it quite hard and embracing considerable detached rock, and about 90,000 cubic yards of stratified limestone.

The work must be prosecuted so as not to interfere with the use of the canal during the season of navigation.

It is believed, however, that most of the excavation, except the stratified rock, can be done with steam dredges without interfering with the navigation of the canal, but the rock excavation will all have to be done between the close of navigation in the fall and the opening in the spring.

Proposals are invited on the present line of canal, and also on a new line, as follows, viz.:

For the work on Sections 17 to 23, inclusive, according to the old line.

For the work on Sections 24 to 41, inclusive, bids will be received both for the improved old line and a new line.

For the work on Sections 42 to 44, inclusive, bids will be received both for the old line and a new line.

If a new line be adopted for any portion of the distance operations thereon may be continued the whole year. It is expected that the navigation of the canal will be suspended for at least five months in each year, unless otherwise mutually agreed by the Board and contractors.

The whole of the work must be done on or before the end of the third season of the suspension of navigation.

A large amount of machinery will be required to excavate the work within the time required, consisting mainly of steam dredges, scows, and cranes for the earth work, and drilling machines, pumping machinery, and cranes for the rock.

Contractors will be required to commence work on the earth excavation within thirty days of the time of letting, and upon rock excavation by the first of November next, or as soon thereafter as navigation shall be suspended. Parties contracting for the work will be required to provide all machinery, and to put up and remove all dams and all works of protection, and at their own expense to do all pumping, or whatever may be necessary to secure their work from water.

Proposals must be addressed to the Board of Public Works, indorsed "Proposal for Deepening Illinois and Michigan Canal," and be accompanied with the usual two hundred dollar (\$200) bond, with sureties, to be approved by the Board.

Contractors will bid, stating the price for which the work will be done on each of the different sections, and the work will be let as a whole or in part, and in such quantities as the Board shall determine.

The Board reserve the right to reject any and all bids, and no proposal will be accepted unless the party offering it shall give evidence satisfactory to the Board that he has the necessary skill, experience, energy, and ability for doing the work, is trustworthy, and has sufficient pecuniary resources.

The Board will require such security as, according to their judgment, will secure the doing of the work according to the contract.

A. H. BURLEY,
J. McARTHUR,
W. H. CARTER,
WILLIAM GOODING,
R. B. MASON,
Board of Public Works.

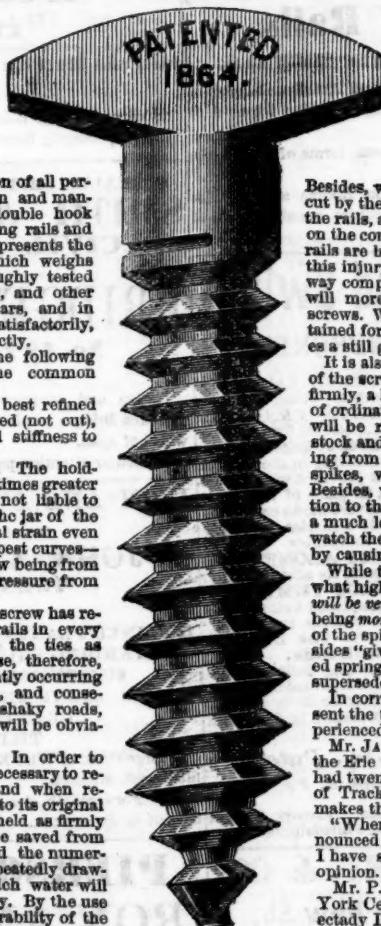
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RAILROAD SCREW SPIKE.

HENRY YOUNG, President.

G. B. HUBBELL, Secretary.



We respectfully call the attention of all persons engaged in the construction and management of railroads, to the double hook headed Screw Spike, for fastening rails and chairs to ties. The above cut represents the size and shape of the Screw, which weighs eight ounces. It has been thoroughly tested on the Erie, New York Central, and other Railways, from one to three years, and in every case it has stood the test satisfactorily, having performed its work perfectly.

The Screw Spike possesses the following important advantages over the common spike:

First.—They are made of the best refined Iron, and the thread, being forged (not cut), imparts additional strength and stiffness to them.

Second.—INCREASED SECURITY. The holding power of the screw is many times greater than that of the spike, and it is not liable to break nor become loosened by the jar of the cars, nor by the upward or lateral strain even on the steepest grades and sharpest curves—the holding capacity of each screw being from four to five tons, and the side pressure from three to four tons.

In three years' experience no screw has removed from its place, and the rails in every case have been held as firmly to the ties as when first put down. By its use, therefore, the numerous accidents constantly occurring from loose and broken spikes, and consequent loose and broken rails, shaky roads, and the spreading of the rails, will be obviated.

Third.—GREATER ECONOMY. In order to remove the rail it will only be necessary to reverse the screw one-quarter; and when replacing it, turn the screw back to its original position, when the rail will be held as firmly as before. The ties will thus be saved from the injury of splits, checks, and the numerous holes made in them by repeatedly drawing and replacing spikes, in which water will collect, causing their rapid decay. By the use of the screws, therefore, the durability of the ties will be greatly increased and equalized.

"I put down your Screw Spikes sixteen months ago, on a section of our road where our heaviest work is done, viz., a steep grade on the main track, three miles from Albany, one-quarter of a mile above West Albany, and they are there to-day, firm and as secure as when first put down, while the adjacent track, fastened with common spikes, has been resunk several times during that time."

Mr. E. T. MARBLE, Track Master on the Albany and Saratoga Railroad, says:

"On examining the Screw Spikes put down by me September 16th, 1863, I find they have not started either up or sideways, that they still hold the rail to the ties as securely as when first put down; while great numbers of common spikes are loose and out of place. And on examination I find the threads are bright and clean."

Mr. E. H. DE VERGNE, Track Master on the Shore Line Railroad, writes:

"Having examined and tested your Screw Spikes on our road, I feel satisfied that they are more durable, safer and more reliable than common spikes. By their use our Railroads would be perfectly safe so far as the track is concerned. Although it required somewhat more time to drive them than it does the common spike, yet it is more than counterbalanced by their greater durability and safety, and saving of time in relaying rails. With practice and the use of proper tools, even that objection can be overcome."

Mr. A. F. SNYDER, Track Master, Albany, January, 1867, writes as follows:

"This is to certify that the screw Spikes put down on the bridge over the Hudson River at Albany, N. Y., by the U. S. R. R. Screw Spike Co., February, 1866, have done their work perfectly—holding the rails securely and firmly to the ties—not having started in the least, while the ordinary spikes, which were put down on the bridge at the same time, have, many of them, started up, and are quite loose and useless."

Mr. J. W. PORTER, Superintendent of the Cincinnati, Dayton, and Eastern Rail Road, says, January 9th, 1867:—

"The Screw Spikes manufactured by your Company have thus far given entire satisfaction, more than equaling our expectations. We have had them tested at our crossings for the past six months, and find them solid in the tie as the day they were put in. I consider them invaluable for crossings and bridges."

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Bartol's Patent Wrought Iron Retort-lid, durable, light, and cheap.

Sugar Machinery, such as Vacuum Pans and Pumps, Deflectors, Bone-Black and Bag Filters, Bone-Black Burners, Washers, and Elevators, Hydraulic Elevators, Sugar and Bone-black Cars, Strike Heaters, Open Steam Trains, &c.

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Leon W. Jerome,	George Osgood,	S. D. Bradford,
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the open joints and battered ends, is a matter deserving the
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AS A MATTER OF ECONOMY ALONE this invention
needs only to be tried to insure its adoption; but beyond
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FROM ACCIDENT caused by misplaced switches is a
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saved from destruction, but it concerns *The Life and
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